

National Capital Region Transportation Planning Board

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Date: January 15, 2014
Time: 12 noon
Place: COG Board Room

AGENDA (BEGINS PROMPTLY AT NOON)

- 12 noon 1. **Public Comment on TPB Procedures and Activities**
..... Chairman Wojahn
- Interested members of the public will be given the opportunity to make brief comments on transportation issues under consideration by the TPB. Each speaker will be allowed up to three minutes to present his or her views. Board members will have an opportunity to ask questions of the speakers, and to engage in limited discussion. Speakers are asked to bring written copies of their remarks (65 copies) for distribution at the meeting.
- 12:20 pm 2. **Approval of Minutes of December 18 Meeting**
..... Chairman Wojahn
- Minutes
- 12:25 pm 3. **Report of Technical Committee**
..... Mr. Srikanth
Chair, Technical Committee
- Technical Committee Meeting Highlights
- 12:30 pm 4. **Report of the Citizens Advisory Committee**
..... Mr. Still
Chair, Citizens Advisory Committee
- 12:35 pm 5. **Report of Steering Committee**
..... Mr. Miller
Acting Co-Director, Department of
Transportation Planning (DTP)
- Steering Committee Actions
 - Letters Sent/Received
- 12:40 pm 6. **Chair's Remarks**
..... Chairman Wojahn

Alternative formats of this agenda and all other meeting materials are available upon request. Email: accommodations@mwcoq.org. Phone: 202-962-3300 or 202-962-3213 (TDD). Please allow seven working days for preparation of the material. Electronic versions are available at www.mwcoq.org.

ACTION ITEMS

- 12:45 pm 7. **Approval of Funding and Transmittal Letter for TPB’s 2014 Membership in the Association of Metropolitan Planning Organizations**
.....Mr. Miller, DTP

The Association of Metropolitan Planning Organizations (AMPO) is a national organization that represents and provides assistance to metropolitan planning organizations like the TPB throughout the United States.

Action: Approve funding from the FY 2014 UPWP along with an associated transmittal letter for the TPB’s 2014 membership in AMPO.

- Letter for TPB's 2014 AMPO Membership

- 12:50 pm 8. **Approval of Appointments to the TPB Citizens Advisory Committee (CAC) for the Year 2014**
.....Chairman Wojahn

The TPB Participation Plan calls for the appointment of 15 members to the CAC for each calendar year: six members designated by the current CAC, and nine members nominated by the TPB officers. In December, six members were designated by the 2013 CAC to the CAC for the year 2014. Six members and alternates nominated by the 2014 Vice Chairs will be presented. Chairman Wojahn will present the three members and alternates nominated by the 2014 TPB Chair, as well as the nomination for the chairman of the CAC in 2014.

Action: Appoint the fifteen members and alternates and the chairman of the CAC for 2014.

- [Nominations will be posted on the TPB meeting page on January 10](#)

- 12:55 pm 9. **Approval of the TPB Regional Transportation Priorities Plan (RTPP)**
.....Mr. Turner

The TPB Regional Transportation Priorities Plan (RTPP) has been developed to identify regional strategies that offer the greatest potential contributions toward addressing regional challenges. A revised draft RTPP was released for public comment on December 12. The Board will be briefed on the comments received and asked to approve the plan.

Action: Adopt Resolution R9-2014 to approve the TPB Regional Transportation Priorities Plan.

- Resolution R9-2014 Approving the RTPP
- [Revised Draft Regional Transportation Priorities Plan](#) (12/12/2013)

INFORMATION ITEMS

- 1:05 pm 10. **Update on Project Submissions and Schedule for the Air Quality Conformity Assessment, and Status of the Financial Analysis for the 2014 CLRP**
..... Mr. Griffiths
Acting Co-Director, DTP
The Board will be updated on the major transportation projects submitted by the implementing agencies. In December it was determined that more time to discuss and refine the financial plan for the 2014 CLRP would be needed, and the schedule for the project submissions and air quality conformity assessment needed to be changed. The project submissions are scheduled to be released on February 13 for a 30-day public comment period that will end March 15. At the March 19 meeting, the Board will be asked to approve the project submissions and scope of work for the air quality conformity analysis of the 2014 CLRP.
- Schedule for the Air Quality Conformity Assessment of the 2014 CLRP
- 1:10 pm 11. **Briefing on a Draft Regional Green Streets Policy for the Washington Region**
..... Mr. Farrell, DTP
At the December 19, 2012 meeting, the TPB received a request from the Anacostia Watershed Restoration Partnership to adopt a regional Green Streets policy, following its adopted regional Complete Streets policy. The Board will be briefed on the draft regional Green Streets policy.
- Draft Regional Green Streets Policy
- 1:20 pm 12. **Briefing on Priority Regional Bicycle and Pedestrian Projects Recommended for the FY 2015-2020 TIP**
..... Ms. Sanders, City of Alexandria
Chair, Bicycle and Pedestrian Subcommittee
The Board will be briefed on an updated list of priority regional bicycle and pedestrian projects recommended for consideration in the FY 2015-2020 TIP by the Bicycle and Pedestrian Subcommittee of the TPB Technical Committee.
- Priority Regional Bicycle and Pedestrian Projects Recommended for the FY 2015-2020 TIP
 - Presentation: Priority Unfunded Bicycle and Pedestrian Projects Recommended for the FY 2015-2020 TIP
- 1:30 pm 13. **Assessment of the Transportation Impacts of Forecast Growth in Regional Activity Centers**
..... Mr. Griffiths, DTP
In July, the Planning Directors Technical Advisory Committee (PDTAC) approved geographic definitions for new Activity Centers. Identification of these Activity Centers is designed to better integrate locally planned growth areas into the regional planning process and to enhance the assessment of regional transportation plans. The Board will be briefed on how forecast growth in these Activity Centers by 2040 is likely to impact future travel demands on the region's transportation system.
- Presentation: Impact of Forecast Growth in Activity Centers on Future Travel Demand

1:45 pm 14. **Review of Outline and Preliminary Budget for FY 2015 Unified Planning Work Program (UPWP)**

..... Mr. Miller, DTP
The Board will be briefed on the enclosed outline and preliminary budget for the Unified Planning Work Program (UPWP) for FY 2015 (July 1, 2014 through June 30, 2015). A complete draft of the FY 2015 UPWP will be presented to the Board for review at its February 19 meeting, and the final version will be presented for the Board's approval at its March 19 meeting.

- Outline and Preliminary Budget for the FY 2015 UPWP

1:55 pm 15. **Other Business**

2:00 pm 16. **Adjourn**

2 hours

Lunch will be available for Board members and alternates at 11:30 am

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

777 North Capitol Street, NE
Washington, D.C. 20002-4226
(202) 962-3200

**MINUTES OF THE
TRANSPORTATION PLANNING BOARD
December 18, 2013**

Members and Alternates Present

Monica Backmon, Prince William County
Ron Burns, Frederick County
Marc Elrich, Montgomery County
Emad Elshafei, City of Rockville
Dan Emerine, DC Office of Planning
Dennis Enslinger, City of Gaithersburg
Gary Erenrich, Montgomery County
Lyn Erickson, MDOT
Jay Fisette, Arlington County
Tawanna Gaines, Maryland House
Seth Grimes, City of Takoma Park
Jason Groth, Charles County
Rene'e N. Hamilton, VDOT
Cathy Hudgins, Fairfax County
Shyam Kannan, WMATA
Julia Koster, NCPC
Carol Krimm, City of Frederick
Bill Lebegern, MWAA
Tim Lovain, City of Alexandria
Henry Marraffa, City of Gaithersburg
Phil Mendelson, DC Council
Bridget D. Newton, City of Rockville
Eric Olson, Prince George's County
Mark Rawlings, DC-DOT
Rodney Roberts, City of Greenbelt
Paul Smith, Frederick County
Linda Smyth, Fairfax County
David Snyder, City of Falls Church
Harriet Tregoning, DC Office of Planning

Todd M. Turner, City of Bowie
Jonathan Way, City of Manassas
Victor Weissberg, Prince George's County
Patrick Wojahn, City of College Park
Scott K. York, Loudoun County
Sam Zimbabwe, DDOT
Chris Zimmerman, Arlington County

MWCOG Staff and Others Present

Gerald Miller
Robert Griffiths
Nicholas Ramfos
Andrew Meese
Eric Randall
John Swanson
Andrew Austin
Dan Sonenklar
Ben Hampton
Bryan Hayes
Sarah Crawford
Debbie Leigh
Deborah Etheridge
Daivamani Sivasailam
Jane Posey
Dusan Vuksan
Paul DesJardin COG/DCPS
Jeff King COG/DEP
Steve Kania COG/OPA
Bill Orleans Citizen
Judi Gold CM Bowser
Nick Alexandrow PRTC
Mike Lake Fairfax County DOT
John B. Townsend III AAA Mid-Atlantic
Bob Chase NVTA
Jim Dinegar Board of Trade
Stewart Schwartz CSG
Paul Bickmore Coalition for Smarter Growth
Rick Rybeck Just Economics LLC
Kelly Russell City of Frederick, MD
Jim Hogan Former COG/TPB Staff

1. Public Comment on TPB Procedures and Activities

Chair York stated the November meeting of the TPB was cancelled due to the tragic death of Ron Kirby. He said he would like to open the meeting with a moment of silence to remember Mr. Kirby and the work he did for the entire region.

Mr. Chase of the Northern Virginia Transportation Alliance said the Regional Transportation Priorities Plan (RTPP) is a compilation of strategies rather than priorities. He said that what is really lacking in the region is consensus on specific projects and investments that rise above others in terms of regional significance. He said there should be a call for regional action and public/private sector collaboration. He said that the longer the region is unable to muster the political resolve to identify and implement performance-based regional priorities, the more likely it is to become more congested, more wasteful in its transportation spending, and less globally competitive. He said the Alliance would submit its concerns about the report in writing during the public comment period. Copies of his comments were submitted to the record.

Mr. Schwartz of the Coalition for Smarter Growth thanked staff and TPB members for their hard work on the RTPP. He said the Coalition believes the RTPP is a set of clear priorities including the types of investments the region should make. He said it is tied well to the goals of Region Forward. He said the briefing the TPB will receive on the CLRP shows there need to accelerate the investments in transit-oriented development, address jobs imbalances, and other items identified in the RTPP and Region Forward.

Mr. Dinegar of the Greater Washington Board of Trade said the biggest concern of the business community is that the Washington region is consistently ranked as the worst congested region in the United States. He said that a lot of the responsibility to address this problem resides with the TPB. He suggested several improvements the business community is looking for, including enhancements to the commuter rail system, traffic signal timing, traffic management planning, and support for Metro's Momentum plan.

2. Approval of Minutes of October 16 Meeting

Chair York called for and received a motion to approve the minutes of the October 16 meeting. The motion was seconded and was passed unanimously.

3. Report of the Technical Committee

Referring to handout report, Ms. Erickson said the Technical Committee met on December 6 and reviewed two of the items on the TPB agenda: The performance analysis of the 2013 CLRP and the status and schedule for the RTPP.

Ms. Erickson said the Committee also addressed five topics not on the TPB agenda, including the status of the development of next year's CLRP and TIP. The Committee recommended postponing the release of the project inputs and approval of the air quality conformity work

scope by one month, which would result in CLRP and TIP approval in September. In addition, she said the Committee was briefed on the Priority Regional Bicycle and Pedestrian projects submitted by the TPB's Bicycle and Pedestrian Subcommittee; the MAP-21 draft initial designation of the highway primary freight network; the draft letter on the MAP-21 advance notice of proposed rulemaking on transit safety and state of good repair performance provisions; and reflections on the contributions and legacy of Ron Kirby.

4. Report of the Citizen Advisory Committee

Referring to the handout report, Mr. Still briefed the Board on the CAC meeting of December 12. He said the CAC issued recommendations on the RTPP on December 4. He said that the CAC is looking for a stronger link to make sure that the RTPP truly influences jurisdiction-planning efforts. He said the CAC appreciated the new language added to the draft. He said the next CLRP Call for Projects could be more specific with regard to measurement criteria in terms of how projects advance the RTPP. He said the CAC advocates for regional coordination to addressing the East-West Divide, including greater connectivity between and within activity centers. He closed by saying the CAC greatly appreciates the efforts of staff in moving the RTPP forward in the absence of Mr. Kirby.

5. Report of Steering Committee

Mr. Miller said that the Steering Committee met on December 6 to finalize the Transportation Planning Board (TPB) agenda. There were no actions voted on by the committee.

Mr. Miller distributed a packet of letters sent and received and summarized the contents. The first in the packet was a draft letter to the FTA that addressed six questions in response to the advance notice of proposed rulemaking on transit safety and state of good repair performance provisions. In the letter, the TPB argued to keep the rules simple to allow maximum flexibility to work with multiple transit providers in the region. The second letter was sent by the Safe Routes to School National Partnership to thank Chairman York and the TPB for co-hosting the first regional Safe Routes to School meeting on October 29. He also called attention to seven letters and emails on the November draft of the Regional Transportation Priorities Plan.

6. Chair's Remarks

Chair York thanked and presented plaques to Ms. Erickson and Mr. Still in recognition of their service as chairs of the Technical Committee and Citizens Advisory Committees.

ACTION ITEM

7. Report of Nominating Committee for Year 2014 TPB Officers

Mr. Turner, chair of the Nominating Committee for the Year 2014 Transportation Planning Board (TPB) Officers, nominated Mr. Wojahn from the City of College Park to serve as Chair;

Mr. Wells from the District of Columbia to serve as First Vice Chair; and Mr. Lovain to serve as Second Vice Chair.

Mr. Turner moved to approve this slate, which was approved unanimously.

Chair York congratulated Mr. Wojahn.

Mr. Wojahn presented Chair York with a plaque to commemorate the Chair's service to the TPB.

Chair York thanked Mr. Wojahn. He continued by thanking all TPB Board members and staff for their support. Chair York lauded Maryland and Virginia for their new transportation funding legislation and encouraged the region to press forward to improve the transportation network. He also said that he was sorry that the year ended with the tragic death of Mr. Kirby.

INFORMATION ITEMS

8. Briefing on the Final Report of the TPB Bus on Shoulders (BOS) Task Force

Chair York turned the floor over to the co-chairs of the TPB's Bus-on-Shoulder Task Force, Ms. Krimm and Mr. Zimmerman, for an overview of the Task Force's final report, released in October.

Ms. Krimm and Mr. Zimmerman asked Mr. Randall of TPB staff to brief the Board. Mr. Randall's presentation focused on the main items to consider in determining the feasibility of bus-on-shoulder operations, the results of preliminary evaluation of three corridors in the region where bus-on-shoulder operations might be applied, and the Task Force's key findings: 1) that there is not a lot of information available on current shoulder conditions in the region, which limits the ability of agencies to determine feasibility without further study; and 2) that efforts to expand bus-on-shoulder operations in the region should focus on short segments of roadway with both high transit usage and high traffic congestion, where the greatest travel time savings and reliability benefits stand to be realized. He told Board members that the presentation he gave was included in the Board mail-out and that the task force's final report was available online at www.mwcog.org/bostf.

Ms. Krimm thanked Mr. Randall and staff for their hard work. She also thanked the many state-level stakeholders who participated in the Task Force, and she thanked her co-chair, Mr. Zimmerman, for partnering with her on this effort. She reiterated her interest in bus-on-shoulder as a cost-effective way to move people more efficiently through the transportation system. She said that bus-on-shoulder offers greater reliability and predictability for transit users and that doing so provides travelers, especially commuters, with better alternatives to driving alone.

Mr. Zimmerman echoed Ms. Krimm's thanks and highlighted the full involvement of the transportation departments, police, and planners at the local and state level in all three of the region's state-level jurisdictions. He said the Task Force's work was a real step forward in

advancing the idea of bus-on-shoulder operations and reiterated its value as a transportation strategy that uses existing infrastructure to move people more efficiently. In particular, he said he thought bus-on-shoulder operations was one of the highest-return transportation investments that could be made in the region. He also emphasized the inter-jurisdictional nature of such efforts and said the TPB was the right body to be examining such proposals. And he said that he thought that cost-effective treatments, such as bus-on-shoulder operations, would emerge from the Regional Transportation Priorities Plan as the kinds of projects that should receive the region's utmost attention. He encouraged the Board to consider other transportation rights-of-way that could be used to create a regional transitway network to help move more people more efficiently.

Chair York asked about the safety of cars in general-purpose travel lanes on facilities where buses might operate on shoulders, in particular when cars become disabled and would need to use the shoulder. Mr. Randall said that road agencies and transit operators would develop safety protocols to deal with such issues. He said that other metropolitan areas have done so. Mr. Zimmerman added that the Twin Cities of Minneapolis and St. Paul have found no statistically significant differences between bus-on-shoulder operations and routine operations.

Ms. Hudgins thanked the Task Force for their work and said she thought bus-on-shoulder systems present a real opportunity for the region. She said she rides a bus that is allowed to operate on the shoulder and that riders appreciate it. She reminded the Board of a meeting earlier in the year between officials in Fairfax and Montgomery counties about how to move more people across the Potomac River between the two counties. She said the officials considered bus-on-shoulder operation as one strategy for addressing the issue.

Mr. Erenrich thanked the Task Force and staff. He said that transportation agencies could and should start now looking at opportunities to accommodate future bus-on-shoulder operations, specifically when restriping or repaving roadways. He said this is something that the Maryland Department of Transportation is starting to do, and he encouraged other agencies to do the same.

Mr. Way asked about other safety issues related to bus-on-shoulder operations. Mr. Randall reiterated the need for operating protocols that would be developed based on local needs and conditions. He said that other agencies around the country have been successful in agreeing on protocols that address such questions effectively. Mr. Zimmerman added that the Federal Highway Administration has bus-on-shoulder standards already in place. He said that he saw bus-on-shoulder operations as a safer use of highway shoulders than allowing regular auto traffic to use the lanes, as is done in some places in the region and around the country.

Ms. Krimm acknowledged that such initiatives would require education and training of bus drivers and the motoring public alike. She also said that designing bus-on-shoulder routes to bypass critical chokepoints could go a long way in providing greater reliability and predictability for riders.

At the end of the discussion about the Task Force, Chair York recognized both Ms. Krimm and

Mr. Zimmerman for their service on the TPB, noting that both would no longer be serving on the Board starting in 2014. He especially acknowledged Mr. Zimmerman, who has served on the Board since 1999 and served as Chair in 2004. Chair York presented Mr. Zimmerman with a small token of appreciation from the Board.

9. Briefing on a Performance Analysis of the 2013 CLRP

Mr. Griffiths briefed the board on the performance analysis of the 2013 Constrained Long-Range Transportation Plan (CLRP), which identifies all 750 regionally significant transportation projects for the Washington region. Major projects in the CLRP include the Silver Line expansion, Columbia Pike streetcar, the Purple Line, the H Street/Benning Road streetcar, 1,200 new lane miles of roadway, express toll lanes on I-95, and 25 major improvements to highway interchanges. The performance analysis serves as a baseline forecast of how the region's transportation future will look given current planning and funding trajectories.

Mr. Griffiths said that the 2013 performance analysis used an update methodology that included the latest update of the cooperative forecast, the travel model, and the first iteration of the MOVES air quality model.

Mr. Griffiths stated that population growth in the region is expected to increase 24% by 2040, with the fastest growth occurring in the outer jurisdictions of Frederick, Loudoun, Prince William, and Charles counties, although the greatest amount of growth will occur in the inner suburban areas of Montgomery, Prince George's, and Fairfax counties, and the core jurisdictions of the District of Columbia, Arlington County, and the City of Alexandria. Similarly, he said that the fastest employment growth will occur in outer jurisdictions, but the most jobs will be created in the inner areas. A lot of the new growth, he said, will occur in identified regional activity centers that have been part of the COG and Region Forward efforts.

Mr. Griffiths mentioned that trips and vehicle miles traveled (VMT) are also expected to increase by 2040, though at a slightly slower rate than population and employment. He said that even though VMT per capita is expected to marginally decrease, the increase to total VMT will result in more congestion region wide, as much as 71% during the AM peak. The decline in single driver trips may be explained by a shift to carpooling, transit, or bicycling and walking, depending on where people live and work.

Mr. Griffiths said that the share of single-drive commuters from outer jurisdictions will decrease from 78% to 71% of commute trips. The biggest reason is an anticipated increase in carpooling, from 11% to 13%. In the inner suburbs and the core, fewer people will carpool, and more will choose transit and non-motorized commute options.

Mr. Griffiths explained that even though the number of people that ride transit is expected to increase by 2040, the share is expected to remain the same, because of a transit travel capacity constraint built into the model that limits growth based on currently agreed-upon funding for

Metrorail expansion and maintenance. This means that only includes 50% of the trains run by Metro through 2040 will be eight-car trains, resulting in increased congestion on the Orange, Yellow, and Green Lines.

Mr. Griffiths said that roadway congestion will also increase, as much as a 140% during peak hours. He continued that although congestion will generally be up region-wide, CLRP projects will have an impact, resulting in relatively less congestion in the future. These projects include an improved interchange in Frederick County that will address bottleneck on I-70, and Silver Line extension into Loudoun County, along with spot improvements and an increase to three in the number of occupants required in vehicles using HOV lanes, may improve traffic on I-66.

Mr. Griffiths described job accessibility as all of the jobs that can be reaching within a 45-minute commute. He said that more congestion results in less accessibility for automobile commuters, though more a more extensive transit network will result in increased job accessibility for transit commuters. Generally, he said, that auto accessibility improvements will make more jobs accessible in the western portion of the region, compared to the east.

Mr. Griffiths stated that the region's emissions forecasts fall within the approved emissions budgets, though there is some slight uptick in emissions between 2030 and 2040. He noted that the COG Climate Change report set a goal of decreasing carbon dioxide (CO₂) emissions to 80% of 2005 levels by 2040. In the short term, this CO₂ emissions are expected to go down, but they will likely tick back up by 2040. He noted that this analysis does not include the new federal CAFE standards. Once those are incorporated into the model, he said he expects to see a more significant decrease.

Mr. Loavain asked why carpooling, which had been declining, is expected to increase and if there any relation to increased availability of HOV lanes and HOV+3 lanes in the future.

Mr. Griffiths responded that the interconnectedness of HOT lanes can provide time savings, in addition to the increased congestion that may incentivize people to shift back to carpooling.

Mr. Zimmerman suggested that the upswing in congestion and increased demand for HOV facilities will actually make carpooling more challenging in the Washington region. He asked why the performance analysis shows the number of carpoolers increasing when new requirements for three people carpools might actually make carpooling more difficult.

Mr. Griffiths responded that the performance analysis shows an increase in carpooling, in part, because of the transit constraint, which limits Metrorail's ability to absorb additional growth. He reiterated that the performance analysis only assumes funding that is currently in the CLRP, and that as transit becomes more congested and less reliable, commuters will start to look for alternatives.

Mr. Zimmerman replied that is important for the Board and the public to remember that this

analysis exists to serve specific federal requirements, and that it is not meant to serve as an aspirational vision of the region's future. He said that the growth in carpooling forecasted in the performance analysis is a potential consequence of the region letting the transit system get run down, and is therefore is not a good thing. He encouraged members of the Board to use their position to provide more funding in the future so that transit is not run down, and that transit use can continued to increase.

Mr. Kannan discussed the difference between the results of a constrained network, like the one used for the CLRP performance analysis, and an aspirational model. As discussed, the constrained network limits growth to an additional 32,000 trips. However, some of WMATA's aspirational networks assume that all trains will include eight cars. He said that these models show an additional 35,000 trips during peak hours, and a daily capacity increase of an additional 300,000 tips per day.

Mr. Zimbabwe expressed concern that while the region is making progress at reducing most pollutants, carbon dioxide emissions are expected to get worse. He asked what type of decrease in carbon dioxide the region can anticipate seeing once new CAFE standards are in place.

Mr. Griffiths said that he did not know.

Mr. Zimbabwe followed up suggesting that the Board needs to think more about how to reduce carbon dioxide emissions.

Ms. Erickson responded to Mr. Zimbabwe by paraphrasing Mr. Kirby: you cannot expect to see any significant changes in carbon dioxide levels until automobile fleets turnover.

10. Update on Revised Draft TPB Regional Transportation Priorities Plan (RTPP)

Chair York recognized Mr. Turner, chair of the Scoping Task Force for the Regional Transportation Priorities Plan, to update the Board on the latest draft of the Plan. Mr. Turner asked Mr. Swanson, of TPB staff, to brief the Board.

Mr. Swanson recapped the purpose of the Plan, as outlined by the Scoping Task Force, the Plan's roots in the TPB Vision and Region Forward, the process by which the Plan was developed, comments that were received since the last public draft released in October, and staff's response to those comments. He also highlighted the three "building blocks" that make up the three priority areas in the Plan's recommendations, and he noted the circumstances under which the finalization of the Plan has taken place, namely following the death of Ron Kirby. He said that staff would be asking the Board to approve the revised Plan at the January meeting.

Mr. Turner thanked Mr. Swanson, staff, and stakeholders for their work to revise the draft Plan. He also thanked the Citizens Advisory Committee for their initial request to develop a priorities plan, as well as everyone who had contributed to development of the Plan over the past three years.

Chair York opened the floor to questions and comments.

Mr. Elrich asked whether the Board thought it might be prudent to extend the public comment period on the Plan for another 30 days since the currently scheduled period would take place during the Christmas and New Year holidays. He said he thought it seemed somewhat unrealistic to expect any kind of robust public discussion under the current timetable.

Chair York said that the Board was free to extend the public comment period but encouraged them to maintain the current schedule, with Board approval slated for January.

Mr. Way expressed concerns about the amount of work it could take for the RTPP to be used to evaluate projects in the CLRP. He also expressed concerns about the lack of clarity regarding the RTPP's influence on decision-making, including the RTPP's effects on project selection.

Mr. Snyder urged the Board to move forward expeditiously in reviewing and approving the Plan. He said that the previous agenda item on the performance analysis of the 2013 CLRP served as a call to action to change the course of transportation funding and planning in the region, and he said that the Priorities Plan represented a framework for doing so.

Ms. Tregoning echoed the comments of the other Board members. She too thanked staff for their work in revising the Plan. In particular, she thanked staff for ensuring that the draft emphasized the importance of land use as a strategy for alleviating travel demand on the region's transportation system. She specifically mentioned Long-Term Strategy 3, which calls for enhanced local circulation in the region's Activity Centers. She said the strategy incorporates key points about connectivity and urbanism that will move the region forward. She also urged the Board to consider the Plan for approval in January.

Ms. Hudgins echoed the urgency of moving forward on the Plan in January. She said the Plan gives localities in the region the opportunity to start right away in carrying out the priorities identified in the Plan.

Mr. York concluded the Board discussion by noting that the Plan itself calls for a continuing conversation about the Plan and periodic updates that will provide opportunities for working out any lingering issues in improving the region's transportation system. He noted too that the Plan would be dedicated to Ron Kirby, who oversaw its development.

11. Ron Kirby: Life and Accomplishments

Chair York said the meeting would conclude with time to reflect on Ronald F. Kirby and the work he had accomplished in the region. He invited Mr. Bean to say a few words, saying that afterwards, he would invite TPB members to speak, followed by comments from the CAC and members of the public.

Mr. Bean said a reward fund was announced the previous day by the Alexandria Police

Department to aid in the investigation of Mr. Kirby's death. He said the fund will be administered by the Del Ray Business Foundation and that information on how to contribute is being circulated by staff. He expressed his appreciation to the media in spreading the word about the fund. He said he has encouraged staff to focus on Mr. Kirby's life and accomplishments. He said he eulogized Mr. Kirby at his memorial service and that tributes have poured in from all around the region and country. He said COG also hosted a touching staff-only tribute event, and he thanked the TPB for allowing time to reflect on Mr. Kirby during the meeting. He closed by noting the creation of the Ron Kirby Award for Collaborative Leadership, which will be awarded annually to appointed government leaders.

Mr. Lovain also said Alexandria lost one of its great citizens in November, and that it was a real blow. He said he always enjoyed his conversations with Mr. Kirby and also his good counsel. He reflected on his hiatus from public office and said he helped to create the Northern Virginia Streetcar Coalition. He said Mr. Kirby's wife is a big streetcar advocate and became a member of the Board. He said that Mr. Kirby would be at each streetcar forum, whether by his own accord or his wife's urging, but that he would introduce Mr. Kirby, whether he liked it or not. He said that he and the whole region would miss Mr. Kirby.

Mr. Lovain said he works with other MPOs around the country, and the TPB is unusual – most MPOs are in only one state and the federal government does not own a major portion of the transportation system. He said that we have many centrifugal forces in this region, and Mr. Kirby was like the gravity that kept things together. He said many people are scared about what is next. He said that each of us needs to step up and be true advocates for regionalism in transportation planning.

Mr. Smith said he knew Mr. Kirby about eight years. He said that not only was Mr. Kirby very bright, he was very friendly and very accommodating. Mr. Smith said he was reluctant to contact Mr. Kirby because he was very busy. But whenever he did contact him, Mr. Kirby was very generous with his time and the attention he gave to Frederick. He said Mr. Kirby really was an ideal person -- intelligent, a hard worker, very friendly and just a nice guy.

Ms. Erickson said that Mr. Kirby's vision, leadership, and voice will be sorely missed in the transportation community. She made these comments on behalf of Secretary Jim Smith of the Maryland Department of Transportation (MDOT), SHA Administrator Melinda Peters, Maryland Transit Administrator Robert Smith, Authority Executive Director Bruce Gardner, Planning Director Don Halligan, all of the state employees from her office who worked with Mr. Kirby.

Mr. Still said the CAC adopted a brief resolution on behalf of Mr. Kirby: "Ron Kirby was a thought leader, not only for the Washington region, but for transportation planning worldwide. His pragmatic and thoughtful approach to regional planning significantly moved the region forward. He spent countless hours of his personal time being the spokesman for the TPB and COG staff before the CAC in our evening meetings. He was patient and open-minded to many points of view, and took joy in both teaching and listening. Mr. Kirby's presence at the

CAC will be sorely missed, but his legacy will live on in the regional plans he developed and in the hearts and minds of all he touched.”

Mr. Zimmerman said that Mr. Kirby’s death knocked the wind out of pretty much everybody involved in transportation in this region. He said that he did not know Mr. Kirby well on a personal level, but at the funeral, he learned things he wished he had known, because it would have been fun to engage him on. He said he engaged with Mr. Kirby as someone he worked with – a relationship that spanned a large part of his working life. He said there are people who are more memorable in a variety of ways, some because they agree with you and they are with you all the time, and they tell you what you want to hear. However, he said that a lot of times the people who do the most to advance you, to make you better, are the people who challenge you. He said that is the way he will remember Ron. He said sometimes their relationship was collaborative and sometimes it was competitive.

Mr. Zimmerman also said that when he was TPB chair, he really enjoyed working with Mr. Kirby. He said Mr. Kirby was the model supportive staff person. He said Mr. Kirby drafted him to lead the TPB Value Pricing Task Force almost a decade ago, which was an interesting opportunity. He said that much of the time, he and Mr. Kirby did not agree on key points. He said that for him, the best thing about his relationship with Mr. Kirby was that he provided a good challenge and helped him learn and become better at what he was trying to do, not necessarily when Mr. Kirby agreed with him, but as much as when maybe he did not agree. He said that as he has listened to people reflect on Mr. Kirby, as well as seeing the people collected at the service, what he was struck by was the tremendous range of people who were there and the fact that the people who respected him so much included so many people who probably did not agree with him a lot of the time. He said he thinks that that is a tremendous measure of the kind of person that we were privileged to be associated with all these years.

Mr. Turner said he is relatively short timer on the TPB, that this is his fifth year serving on the Board. He said he was not sure what to expect, and that, given the opportunity for leadership, it was nice to have Mr. Kirby there to guide him. He added that he also never did really get to know Mr. Kirby outside of the context of this work, and he regretted that. He said he appreciated the few opportunities he did have to chat with Mr. Kirby. He noted that while he is an elected official, he is also staff for a jurisdiction, so it was also interesting for him to see and learn how Mr. Kirby interacted with elected officials as well as stakeholders and staff. He said those interactions and lessons will be memories for him to cherish during his service and that he is a better person for it.

Mr. Snyder said he first had the opportunity to work with Mr. Kirby in 1994. He said Mr. Kirby was a visionary, but that he was also an implementer, a rare combination of someone who could see the big picture, pull it apart, and actually get specific things accomplished, whether it be HOT lanes or safety and security initiatives. He said that whatever it was, Mr. Kirby had the big picture and he knew how to get it done and that he did get it done. He said that was a really unique combination of capabilities.

Ms. Schwartz, formerly of the D.C. Council and TPB member, said she chaired the TPB in the late 1990s and had the opportunity to work closely with Mr. Kirby. She spoke about her work with Mr. Kirby regarding the TPB Citizens Advisory Committee. She said she is pleased to see the CAC still active. She said she had the opportunity to see Mr. Kirby this past September at a briefing on the Regional Transportation Priorities Plan. She said that he was his usual brilliant self, making the presentation come alive. She said she had a personal conversation with him at that meeting. She had asked if he was thinking about retirement. She said he replied that he sort of was, but that since starting work on the priorities plan, he felt reborn. She said he was as enthusiastic as he had been 15 years earlier when she had met him. She said she believes the Regional Transportation Priorities Plan that the TPB will vote on in January will be a living memory of what she considers to be a quintessential public servant.

Mr. Evans, with Cambridge Systematics, said he had the pleasure to work with Mr. Kirby as a client over the years, and that he wanted to mention some of the passion that he saw in Mr. Kirby. He said that he especially appreciated that Mr. Kirby liked travel forecasting models and exploring improvements to those tools that would support planning decisions. He said Mr. Kirby was a visionary about tools and data, wanting to use the data to be able to learn something about how projects affect the region as they are implemented. He said he will carry forward and maintain this inspiration from Mr. Kirby – a memory of his passion for the work, his dedication to the solid technical analysis in support of planning decision-making, and also his clear willingness to speak out and address mobility issues facing the region.

Mr. Chase said that Mr. Kirby's murder was senseless and his death is a tremendous loss to his family and our region. He said that praise for Mr. Kirby during his life and since his death was well earned. He said Mr. Kirby had tremendous respect for sound numbers and logical approaches and that he dedicated his life to provide this organization with an extraordinary regional transportation and demographic database upon which to base its decisions. He said Mr. Kirby was an optimist and believed in the process and that by doing things right, while it may take a little bit longer, in the long run, facts and sound information would prevail. He said that above all, Mr. Kirby was an exceptional transportation professional who never lost sight of the big picture, the needs of the region as a whole, and how to better tie it together. He said he thinks the best tribute for Mr. Kirby would be for area officials and all of us to become less parochial and more regional in our actions

Chair York concluded by saying, “Ron, you'll be greatly missed.”

Mr. Bean said he wanted to extend a special appreciation to Bob Griffiths and to Gerald Miller. He asked them to step up as acting co-directors, and together they have over 60 years of experience just at the Council of Governments. He asked the TPB to join him in a round of applause for Mr. Griffiths and Mr. Miller and the whole transportation department that has stood up in the past month. He outlined the process for moving forward, noting that Mr. Kirby cannot be replaced, but that he will be succeeded. He said MWCOG will recruit the services of a qualified search firm and asked members for any assistance or guidance they might provide in

this process. He said he will look forward to sharing information with the TPB and engaging in a robust consultation in this process.

12. Adjourn

Chair York closed the meeting by wishing all a wonderful and safe holiday, and a Happy New Year.

The meeting was adjourned at 2:05 p.m.

TPB Technical Committee Meeting Highlights

January 3, 2014

The Technical Committee met on January 3rd at COG. Six items were reviewed for inclusion on the TPB agenda for January 15th.

- TPB agenda Item 9

The TPB Regional Transportation Priorities Plan (RTPP) is being developed to identify regional strategies that offer the greatest potential contributions toward addressing regional challenges. A revised draft RTPP was released for public comment on December 12. The Committee was updated on the draft and on comments received to date. The TPB will be asked to adopt the plan as its January 15th meeting.

- TPB agenda Item 10

- The Committee was briefed on the major transportation projects submitted by the implementing agencies to date, and updated on a revised schedule and potential changes for the draft scope of work for the air quality conformity assessment. It is anticipated that the draft scope of work will be released on February 13 for a 30-day public comment period that will end March 15. At the March 19 meeting, the Board will be asked to approve the scope of work for the air quality conformity assessment.

- TPB agenda Item 11

Following a December 2012 request and at the direction of the TPB, a draft regional Green Streets Policy for the Washington Region has been under development by COG Transportation and Environmental Programs staff, in coordination with member agencies and stakeholders. A draft policy was circulated for comments beginning in September. The Committee was briefed on comments received and updates made to the draft policy, in preparation for presentation to the TPB for consideration.

- TPB agenda Item 12

The Committee was briefed on an updated list of priority regional bicycle and pedestrian projects recommended for consideration in the FY 2015-2020 TIP by the Bicycle and Pedestrian Subcommittee of the TPB Technical Committee.

- TPB agenda Item 13

In July, the Planning Directors Technical Advisory Committee (PDTAC) approved geographic definitions for new Activity Centers. Identification of these Activity Centers is designed to better integrate locally planned growth areas into the regional planning process and to enhance the assessment of regional

transportation plans. The Committee was briefed on how forecast growth in these Activity Centers by 2040 is likely to impact future travel demands on the region's transportation system.

- TPB agenda Item 14

TPB staff reviewed an outline and preliminary budget for the Unified Planning Work Program (UPWP) for FY 2015 (July 1, 2014 through June 30, 2015). A complete draft of the FY 2015 UPWP will be presented to the Committee for review at its February 7 meeting.

Two items were presented for information and discussion:

- On November 19, the Federal Register published a notice of the draft initial designation of the highway Primary Freight Network (PFN), as required by MAP-21, with additional information addressing non-PFN portions of the Interstate System and rural freight corridors. The Committee was briefed on a draft regional comments letter prepared by TPB staff on the draft designation of the PFN, developed in coordination with comments from the states.
- The Committee was updated on the latest developments regarding US DOT regulations on performance measures under MAP-21.

**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES
ATTENDANCE - January 3, 2014**

DISTRICT OF COLUMBIA

DDOT Mark Rawlings
 Anthony Foster
DCOP -----

MARYLAND

Charles County -----
Frederick Co. Ron Burns
City of Frederick Tim Davis
Gaithersburg -----
Montgomery Co. -----
Prince George's Co. -----
Rockville -----
M-NCPPC
 Montgomery Co. Gary Erenrich
 Prince George's Co. Famararz Mokhtari
MDOT Lyn Erickson
 John Thomas
MTA -----
Takoma Park -----

VIRGINIA

Alexandria Pierre Holloman
Arlington Co. Dan Malouff
City of Fairfax -----
Fairfax Co. Mike Lake
 Malcolm Watson
Falls Church -----
Loudoun Co. Robert Brown
Manassas -----
Prince William Co. -----
NVTC Claire Gron
PRTC Nick Alexandrow
VRE Christine Hoeffner
VDOT Kanathur Srikanth
 Norman Whitaker
VDRPT Tim Roseboom
NVPDC -----
VDOA -----

WMATA

WMATA Michael Eichler

FEDERAL/OTHER

FHWA-DC -----
FHWA-VA -----
FTA -----
NCPC -----
NPS -----
MWAQC -----
MWAA Michael Hewitt

COG Staff

Gerald Miller, DTP
Robert Griffiths, DTP
Michael Farrell, DTP
Ron Milone, DTP
Andrew Austin, DTP
Jane Posey, DTP
Andrew Meese, DTP
Elena Constantine, DTP
Eric Randall, DTP
Rich Roisman, DTP
Nicholas Ramfos, DTP
Dusan Vuksan, DTP
Dan Sonenklar, DTP
Paul DesJardin, DCPS

Other Attendees

Bill Orleans
Norman Gross, DDOT
Jameshia Peterson, DDOT

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

Item #5

MEMORANDUM

January 9, 2014

To: Transportation Planning Board

From: Gerald Miller
Acting Co-Director,
Department of Transportation Planning

Re: Steering Committee Actions

At its meeting on January 3, 2014, the TPB Steering Committee approved the following resolutions:

- SR8-2014: Resolution on an amendment to the FY 2013-2018 Transportation Improvement Program (TIP) that is exempt from the air quality conformity requirement to include funding for the Sycolin Road widening and Route 1 widening projects, as requested by the Virginia Department of Transportation (VDOT)

The TPB Bylaws provide that the Steering Committee “shall have the full authority to approve non-regionally significant items, and in such cases it shall advise the TPB of its action.”

**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002**

**RESOLUTION ON AN AMENDMENT TO THE FY 2013-2018 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY
CONFORMITY REQUIREMENT TO INCLUDE FUNDING FOR THE SYCOLIN ROAD
WIDENING AND ROUTE 1 WIDENING PROJECTS AS REQUESTED BY THE
VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of Moving Ahead for Progress in the 21st Century (MAP-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

WHEREAS, on July 18, 2012 the TPB adopted the FY 2013-2018 TIP; and

WHEREAS, in the attached letter of December 30, 2013 VDOT has requested an amendment to the FY 2013-2018 TIP to include \$1 million in state and local funding in FY 2014 for preliminary engineering for the widening of Sycolin Road between Tolbert Lane and the Leesburg corporate limits; and to include \$1.225 million in National Highway (NH) and advanced construction (AC) funding, and \$182,483 in Equity Balance (EB) funds to FY 2014, and \$182,780 in Surface Transportation Program (STP) funding to FY 2013 for the widening of Route 1 between Brady's Hill Road and Dumfries Road, as described in the attached materials; and

WHEREAS, these projects are already included in the air quality conformity analysis of the 2013 CLRP and the FY 2013-2018 TIP;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2013-2018 TIP to include \$1 million in state and local funding in FY 2014 for preliminary engineering for the widening of Sycolin Road between Tolbert Lane and the Leesburg corporate limits; and to include \$1.225 million in NH and AC funding, and \$182,483 in EB funds to FY 2014, and \$182,780 in STP funding to FY 2013 for the widening of Route 1 between Brady's Hill Road and Dumfries Road, as described in the attached materials.

Adopted by the Transportation Planning Board Steering Committee at its regular meeting on January 3, 2014.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

4975 Alliance Drive
Fairfax, VA 22030

GREGORY A. WHIRLEY
COMMISSIONER

December 30, 2013

The Honorable Patrick Wojahn, Chairman
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington, DC 20002-4201

Subject: Amendment to the National Capital Region FY 2013-2018 Transportation Improvement Program

Dear Chairman Wojahn:

The Virginia Department of Transportation requests amending the FY 2013-2018 Transportation Improvement Program (TIP) to add funding for the Preliminary Engineering (PE) phase of the two projects below. Since the proposed funding for both projects is for the PE phase which is exempt from regional air quality analysis the amendment will not require revisions to the regional air quality conformity analysis for the 2013 Constrained Long Range Plan (CLRP) as approved by the FWA and the FTA. However, the scope of both projects is to add capacity to the roadway network and was included in the regional air quality conformity analysis for the 2013 CLRP.

1. Sycolin Road Widening (UPC 102895; VU33) – This project is new to the FY 2013-2018 TIP. Add \$1.0M in state and local funds for the PE phase in FY 2014, under the state's Revenue Sharing program with equal participation by the City of Leesburg.
2. Route 1 Widening (UPC 90339; VP1ad) – This projects was in an earlier TIP but is being added back to the current (FY 2013-2018) TIP to reflect revised funding obligation. Add \$1.225M for the PE phase in FY 2014 (\$0.125M in NH funds and \$1.1M in AC funding) and move \$0.374 in federal and state matching funds for PE between fiscal years (\$0.183M in STP and state matching funds from FY 2012 to FY 2013; \$0.182M in EB and state matching funds from FY 2012 to FY 2014; \$0.009M in AC funds from FY 2012 to FY 2014).

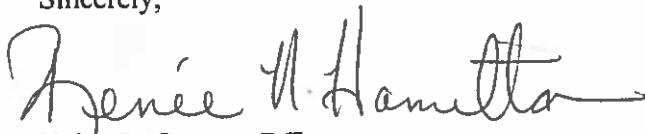
Mr. Patrick Wojahn
December 30, 2013
Page 2

The proposed additional funds are new to the TIP and based on the recent allocations of funds by the Commonwealth Transportation Board as part of VDOT's FY 2014-2019 Six Year Improvement Program. While the proposed additional funds are new to the TIP, they are part of the total federal and state funding estimates included in VDOT's financial plan for the 2010 CLRP update.

A detailed funding table for the FY 2013-2018 TIP update is attached. VDOT requests that this TIP Amendment be considered and acted upon by the Transportation Planning Board's Steering Committee at its meeting on January 3, 2014. VDOT's representative will attend the meeting and be available to answer any questions about the amendment.

Thank you for your consideration of this request.

Sincerely,

for 
Helen L. Cuervo, P.E.
District Administrator
Northern Virginia District

Attachment

Copy: Ms. Dianne Mitchell, VDOT
Ms. Renée Hamilton, VDOT-NoVA
Mr. Richard Burke, VDOT-NoVA
Ms. Jan Vaughan, VDOT-NoVA
Mr. Kanathur Srikanth, VDOT-NoVA

NORTHERN VIRGINIA
TRANSPORTATION IMPROVEMENT PROGRAM
CAPITAL COSTS (in \$1,000)

FY 2013 - 2018

TIP Amendment - 1/3/2014

New and Revised Funding in **BOLD**

	Previous Funding	Phase	Funding Source	Funding Shares			FY13	FY14	FY15	FY16	FY17	FY18	Source Total
				Fed	State	Local							
VDOT- URBAN (Town of Leesburg)													
TIP ID:	Agency ID: UPC 102895			Route 606 Loudoun County Parkway / Old Ox Rd. Reconstruction								Complete 2020	
Facility:	Sycolin Road	PE	Other	0%	50%	50%		\$1,000					\$1,000
From:	Tolbert Lane												
To:	Leesburg S Corporate Limits												
										Total Funds:		\$1,000	
<u>Description:</u>	Widen Sycolin Road from two to four lanes between the above cited limits. This segment is part of a larger project included in the regional air quality conformity analysis (VU33: Widen Sycolin Rd. between VA 7/US 15 Bypass and Leesburg SCL).												
<u>Jurisdiction:</u>	Town of Leesburg												
<u>Amendment:</u>	TIP Amendment is to add \$1,000,000 (\$500K in State and Local funds each, under the Revenue sharing program) for PE in FFY14 for project UPC 102985 with project limits of Tolbert Lane to Leesburg SCL.												
<u>Air Quality:</u>	The proposed TIP amendment is for the PE phase which is exempt from regional air quality conformity analysis. The limits of this project, however, is within a larger project (VU33) that was included in the federally approved regional air quality conformity analysis for the 2013 CLRP.												
	Previous Funding	Phase	Funding Source	Funding Shares			FY13	FY14	FY15	FY16	FY17	FY18	Source Total
				Fed	State	Local							
VDOT- URBAN (Town of Dumfries)													
TIP ID:	Agency ID: UPC 90339			Route 606 Loudoun County Parkway / Old Ox Rd. Reconstruction								Complete 2025	
Facility:	US 1	PE	EB	80%	20%	0%		\$182.483					\$182.483
From:	0.1mi S of Brady's Hill Road	PE	NH	100%	0%	0%		\$125.000					\$125.000
To:	0.2 mi N of Dumfries Road	PE	STP	80%	20%	0%	\$182.780						\$182.780
		PE	AC-Other	100%	0%	0%		\$1,109.544					\$1,109.544
										Total Funds:		\$1,599.807	
<u>Description:</u>	Widen US Route 1 from 4 to 6 lanes between the above cited limits. This segment is part of a larger project included in the regional air quality conformity analysis (VP1ad: Widen US 1 between Brady's Hill Rd. and Cardinal Drive)												
<u>Jurisdiction:</u>	Town of Dumfries												
<u>Amendment:</u>	TIP Amendment to update PE phase based on actual obligations and current estimate; move federal \$146,224 of STP from FFY 12 to FFY 13; move federal \$145,986 (EB) from FFY 12 to FFY 14 and add federal \$125,000 (NH) in FFY 14 (soft funds for state match); move \$9,464 (AC-Other) from FFY 12 to FFY 14 and add an additional \$1,100,080 to PE phase.												
<u>Air Quality:</u>	The proposed TIP amendment is for the PE phase which is exempt from regional air quality conformity analysis. The limits of this project, however, is within a larger project (VP1ad) that was included in the federally approved regional air quality conformity analysis for the 2013 CLRP.												

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202

Item #5

MEMORANDUM

January 9, 2014

TO: Transportation Planning Board

FROM: Gerald K. Miller
Acting Co-Director, Department of
Transportation Planning

RE: Letters Sent/Received Since the December 18th TPB Meeting

The attached letters were sent/received since the December 18th TPB meeting. The letters will be reviewed under Agenda #5 of the January 15th TPB agenda.

Attachments

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202

December 20, 2013

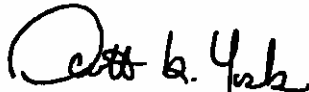
Roger Berliner
Chair, Climate, Energy and Environment Policy Committee (CEEPC)
777 North Capitol Street, NE, Suite 300
Washington, D.C., 20002

Dear Mr. Berliner,

The National Capital Region Transportation Planning Board (TPB) is supportive of regional efforts to monitor and contain Greenhouse Gas (GHG) air pollutants through area wide coordinated efforts. As part of this effort, TPB staff has been providing data and occasional technical assistance to local jurisdictions. The CEEPC action to develop Greenhouse Gas inventories for the jurisdictions in the National Capital region through a coordinated system of delivery is both pertinent and timely.

In support of this action, the TPB has agreed to develop year 2012 GHG emissions inventories from the on-road mobile sector by integrating this work element into an amendment of the FY2014 Unified Planning Work Program (UPWP), which was approved in November 2013. The work will be undertaken within the next month.

Sincerely,



Scott York
Chair, National Capital Region Transportation Planning Board

METROPOLITAN WASHINGTON  COUNCIL OF GOVERNMENTS

One Region Moving Forward

*District of Columbia
Bladensburg*
Bowie
Charles County
College Park
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Frederick County
Gaithersburg
Greenbelt
Montgomery County
Prince George's County
Rockville
Takoma Park
Alexandria
Arlington County
Fairfax
Fairfax County
Falls Church
Loudoun County
Manassas
Manassas Park
Prince William County*

**Adjunct Member*

September 25, 2013

Scott York
Chair, National Capital Region Transportation Planning Board (TPB)
777 North Capitol St NE Suite 300
Washington, DC 20002

Dear Mr. York:

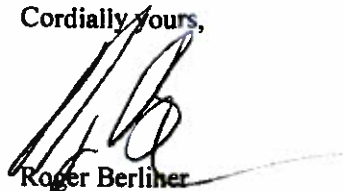
As you may be aware, the COG Board of Directors adopted targets for greenhouse gas reductions in the region for 2012, 2020, and 2050, as part of the 2008 NCR Climate Change Report. COG's Climate, Energy and Environment Policy Committee (CEEPC) has developed a set of action plan items through 2016 to reach the 2020 reduction goal. One of those action items is to develop community-level greenhouse gas inventories to assess progress in meeting our goals.

COG/DEP staff is currently working to develop an annual greenhouse gas inventory that is consistent across the region and that can be used by COG members for their planning efforts. In discussions with COG staff that support the TPB, we are aware that there is not currently a readily available emissions inventory for the transportation sector for 2012. We understand that COG staff are considering developing a new annual work activity to prepare such an inventory that could be used in the CEEPC progress report and emissions tracking efforts moving forward.

To that end, I am writing to formally request that TPB develop and provide an annual emissions inventory for the transportation sector that can be used to support the CEEPC climate and energy action plan goals to prepare community wide greenhouse gas emissions for all of the COG member governments. We are hopeful that this can be an activity that you will support on an annual basis as well.

We look forward to collaborating with you on this important new regional initiative.

Cordially yours,



Roger Berliner
Chair, Climate, Energy and Environment Policy Committee (CEEPC)

777 North Capitol Street, NE, Suite 300, Washington, D.C. 20002
202.962.3200 (Phone) 202.962.3201 (Fax) 202.962.3213 (TDD)

www.mwco.org

METROPOLITAN WASHINGTON  COUNCIL OF GOVERNMENTS

One Region Moving Forward

January 2, 2014

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Rockville
Takoma Park
Alexandria
Arlington County
Fairfax
Fairfax County
Falls Church
Loudoun County
Manassas
Manassas Park
Prince William County

**Adjunct Member*

Ms. Brigid Hynes-Cherin
Regional Administrator
Federal Transit Administration
1760 Market Street, Suite 500
Philadelphia PA 19103

Subject: MWCOG as Designated Recipient (DR) for MAP-21 Section 5310 Enhanced Mobility Program

Encl: (1) TPB Resolution R6-2013
(2) Letter, Commonwealth of Virginia, Secretary Sean Connaughton, April 2, 2013.
(3) Letter, State of Maryland, Governor Martin O'Malley, June 6, 2013
(4) Letter, District of Columbia, Mayor Vincent Gray, June 17, 2013.

This letter is to certify the identity of the Metropolitan Washington Council of Governments (MWCOG) to act as a Designated Recipient (DR) for the Section 5310 Enhanced Mobility Program for the Washington MD-DC-VA Urbanized Area, as designated by the Governors of Virginia and Maryland and the Mayor of the District of Columbia.

The National Capital Region Transportation Planning Board (TPB) is a federally designated Metropolitan Planning Organization (MPO) for the Washington MD-DC-VA Urbanized Area. As a MPO, the TPB is an eligible DR for the Section 5310 Enhanced Mobility Program. In its resolution R6-2013, the TPB sought approval to be a DR from the Governors of Virginia and Maryland and the Mayor of the District of Columbia, which was subsequently provided per the enclosed letters.

While the TPB is the designated recipient, the TPB is staffed by the Metropolitan Washington Council of Governments (MWCOG), which serves as the TPB's administrative agent as noted in the resolution. All contracts, grants, and other legal and fiduciary functions for the TPB are conducted by MWCOG. MWCOG is identified by the FTA as Metropolitan Planning Organization ID 1473. The Executive Director of MWCOG is the FTA-recognized Recipient Authorizing Official for the MPO.

Accordingly, MWCOG will conduct all administrative functions as a Designated Recipient (DR) for the Section 5310 Enhanced Mobility Program on behalf of the TPB, as described in the three enclosed letters.

777 North Capitol Street, NE, Suite 300, Washington, D.C. 20002
202.962.3200 (Phone) 202.962.3201 (Fax) 202.962.3213 (TDD)

www.mwcog.org

We look forward to working with you and your staff, both at Region III and in the DC Metro Office, in the new year as we commence the Section 5310 Program for the region.

Sincerely,

A handwritten signature in black ink, appearing to read "Chuck Bean". The signature is stylized with a large initial "C" and "B".

Chuck Bean
Executive Director
Metropolitan Washington
Council of Governments

cc: **Vida Morkunas, FTA Region III**
Jay Fox, FTA Region III
Melissa Barlow, FTA DC Metro Office
Sharon Pandak, MWCOG
Gerald Miller, MWCOG

METROPOLITAN WASHINGTON  COUNCIL OF GOVERNMENTS

One Region Moving Forward

January 2, 2014

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Ms. Brigid Hynes-Cherin
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1760 Market Street, Suite 500
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Accordingly, MWCOG will conduct all administrative functions as a Designated Recipient (DR) for the Section 5310 Enhanced Mobility Program on behalf of the TPB, as described in the three enclosed letters.

777 North Capitol Street, NE, Suite 300, Washington, D.C. 20002
202.962.3200 (Phone) 202.962.3201 (Fax) 202.962.3213 (TDD)

www.mwcog.org

METROPOLITAN WASHINGTON  COUNCIL OF GOVERNMENTS

One Region Moving Forward

January 8, 2014

*District of Columbia
Bladensburg*
Bowie
Charles County
College Park
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Frederick County
Gaithersburg
Greenbelt
Montgomery County
Prince George's County
Rockville
Takoma Park
Alexandria
Arlington County
Fairfax
Fairfax County
Falls Church
Loudoun County
Manassas
Manassas Park
Prince William County*

**Adjunct Member*

Honorable Patrick Wojahn, Chair
National Capital Region Transportation Planning Board
777 North Capitol Street, NE
Washington, D.C. 20002

Dear Chair Wojahn:

Thank you for providing an opportunity to the Climate, Energy and Environment Policy Committee (CEEPC) of the Metropolitan Washington Council of Governments (MWCOG) to comment on the draft Regional Transportation Priorities Plan (RTPP).

CEEPC was established by the MWCOG Board in April 2009 to serve as its principal policy adviser on climate change, energy and other environmental issues. The committee is responsible for managing implementation of the region's Climate Report, adopted by the MWCOG Board in 2008. The Climate Report includes a series of recommendations to reduce greenhouse gas (GHG) emissions from transportation and land use, including increasing fuel and travel efficiency, reducing vehicle miles traveled (VMT), improving land use patterns, and developing a regional planning process that includes stated goals for GHG reductions from the transportation sector. The report sets regional goals for reducing GHG emissions, including goals to return to 2005 levels by 2012, to reduce emissions by 20 percent by 2020 and to reduce emissions 80 percent by 2050, compared to 2005 levels. The 2020 and 2050 targets were also adopted in Region Forward.

CEEPC commends the National Capital Region Transportation Planning Board (TPB) for its multi-year effort to develop the RTPP and proactively engage stakeholders. We are pleased the effort included a focus on enhancing environmental quality and protecting natural and cultural resources. Overall, the plan demonstrates a thoughtful assessment of challenges facing the region's transportation sector going forward, and careful identification of strategies and priorities for solving these challenges. We hope TPB will move to adopt the plan and will begin taking steps to implement the plan in early 2014.

In light of the adopted regional GHG goals and TPB's 2013 Constrained Long Range Transportation Plan (CLRP) Performance Analysis, which shows that transportation sector GHG emissions are above 2005 levels, CEEPC recommends that the RTPP commit to establishing quantitative goals for reducing transportation sector GHG emissions for appropriate future years, taking into consideration the regional goals adopted by MWCOG.

CEEPC would like to work with TPB to examine emissions from the transportation sector and to identify cost-effective strategies and opportunities to reduce emissions to help meet the regional goals. The committee encourages the transportation sector to take a holistic view of its impact on regional emissions, including all other transportation related activities such as rail operations, commercial aviation, and construction.

CEEPC recommends that the RTPP acknowledge the importance of maintaining and increasing tree canopy and incorporating the concept of "Green Streets," which can serve to enhance communities, improve air quality, reduce water pollution and store carbon.

The sector can also begin to further examine the integration of renewable energy technologies and continue to support new clean alternative fueling infrastructure. Such additional focus will contribute to achieving the environmental goals outlined by Region Forward.

One area of strong CEEPC support is the plan's emphasis on transit-oriented development and the long-term strategies to accommodate future growth and enhance circulation within Regional Activity Centers. These efforts will help alleviate traffic congestion and reduce per capita VMT, resulting in improved air quality and lower GHG emissions, which are both objectives of the Region Forward vision.

CEEPC also agrees with the fundamental need to continue funding for the metro system to improve access, maintenance and reliability. A robust public transit system will be critical to reducing GHG emissions while accommodating regional population growth.

CEEPC supports the plan's multimodal approach, including strategies to promote electric vehicles and commute alternatives, to expand pedestrian and bicycle infrastructure, to develop new cost-effective transit systems, such as Bus Rapid Transit (BRT), to connect activity centers, and to introduce express toll lanes in the region. Initiatives promoting a variety of transportation options will further contribute to reducing automobile dependency and cutting GHG emissions in the region. CEEPC recommends that the RTPP promote alternative fueled vehicles, such as compressed natural gas buses and trash trucks, in addition to hybrids and electric vehicles, as CNG vehicles can further reduce both GHG and particulate emissions.

CEEPC hopes that implementation of the RTPP process will lead to a more concerted and inclusive effort to address GHG emissions from the transportation sector and will encourage development of additional strategies and measures to reduce onroad mobile GHG emissions.

CEEPC acknowledges that achieving the goals outlined in the plan will be a long term process involving many stakeholders. CEEPC would like to be a partner in this regional conversation and in the efforts to make the plan a success. In order to realize the RTPP goals, it will be critical to establish a framework to assist state and local governments in developing projects that advance the plan's priorities, as well as to foster the necessary investments for regional and local projects. CEEPC would like to offer its assistance in bringing stakeholders to the table and encouraging local leaders to take action on the region's priorities, such as providing support for funding of the Metro 2025 plan.

Thank you again for the opportunity to comment on the draft Regional Transportation Priorities Plan. We look forward to working together to advance our common goals for a more sustainable future for our region.

Sincerely,

A handwritten signature in black ink, appearing to read 'R. Berliner', with a stylized flourish at the end.

Roger Berliner
Chair, Climate Energy and Environment Policy Committee
Metropolitan Washington Council of Governments

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

January 15, 2014

Docket Management Facility
U.S. Department of Transportation
1200 New Jersey Avenue S.E., W12-140
Washington, DC 20590-0001

Via Electronic Submission to: www.regulations.gov

RE: *Federal Register*; Request for Comments – USDOT-FHWA Docket No. FHWA-2013-0050 – Designation of the Primary Freight Network – Comments from the National Capital Region Transportation Planning Board

To Whom It May Concern:

The National Capital Region Transportation Planning Board (TPB) is the metropolitan planning organization (MPO) for the metropolitan Washington, D.C. area, including the District of Columbia as well as portions of the states of Maryland and Virginia. The TPB hereby submits the following comments regarding the November 19, 2013 *Federal Register* publication of the Designation of the Primary Freight Network (PFN). The TPB also anticipates that the District of Columbia, Maryland, and Virginia departments of transportation will submit comments to the docket including specific state concerns.

The primary concern of the TPB regarding the designated PFN relates to the constraints caused by its unduly low 27,000-mile statutory limit, which is significantly less than even the 41,000 miles of Interstate highways nationally. This limit, allowing for less than 200 miles of roadway in the approximately 3,500 square mile, 5 million population National Capital Region, precludes the PFN from accurately reflecting the breadth of roadways (and non-roadway facilities) critical to the region's freight movement and economy. Of particular concern is the designated PFN's omission of access roadways serving Dulles International and Ronald Reagan Washington National Airports, as well as the almost total omission of roadways in the District of Columbia. Furthermore, future performance measurement based upon the designated PFN will not be able to give an accurate picture of the National Capital Region's freight conditions and needs.

The TPB asks more clarity regarding future uses of the PFN designation, especially regarding performance measurement and funding decision making. Data sources on designated facilities will have to be sufficient for the performance measurement required for those facilities. Flexibility will be essential in how the designated PFN facilities are considered in future funding eligibility and decision making in contrast to non-PFN facilities. Future enhancements to both the statutory and regulatory aspects of the PFN designation should be made based upon experience and lessons learned.

Docket Management Facility
USDOT-FHWA Docket No. FHWA-2013-0050
January 15, 2014
Page 2

The TPB appreciates the opportunity to comment. Please feel free to contact me or Andrew Meese of my staff, at ameese@mwkog.org or (202) 962-3789, if we can provide any additional information.

Sincerely,



Gerald Miller
Acting Co-Director
Department of Transportation Planning
National Capital Region
Transportation Planning Board

ITEM 7 - Action
January 15, 2014

Approval of Funding and Transmittal Letter for TPB's 2014
Membership in the Association of Metropolitan Planning
Organizations

Staff

Recommendation: Approve funding from the FY 2014 UPWP along with an associated transmittal letter for the TPB's 2014 membership in AMPO.

Issues: None

Background: The Association of Metropolitan Planning Organizations (AMPO) is a national organization that represents and provides assistance to metropolitan planning organizations like the TPB throughout the United States.

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202

January 15, 2013

Ms. DeLania Hardy
Executive Director
Association of Metropolitan Planning Organizations
Suite 345
444 North Capitol St, NW
Washington, DC 20001

Dear Ms. Hardy:

In response to the invoice of January 1, 2014 requesting dues payment for the National Capital Region Transportation Planning Board's (TPB) 2014 membership in the Association of Metropolitan Planning Organizations (AMPO), I am pleased to inform you that at its January 15, 2014 meeting, the TPB approved a 2014 dues payment to AMPO in the amount of \$25,000. The payment is enclosed with this letter

As a long time member, the TPB greatly values AMPO's active representation of the nation's metropolitan planning organizations, and benefits greatly from the technical assistance it provides our planning staff. The TPB anticipates working closely with AMPO in the coming year on the key planning challenges facing MPOs.

Sincerely,

Patrick Wojahn
Chairman
National Capital Region
Transportation Planning Board

Enclosure

Association of Metropolitan Planning. Org.
 444 N. Capitol St. NW
 Suite 345
 Washington, DC 20001
 202-624-3680

Invoice

Date

Invoice #

1/1/2014

2014-139

Chuck Bean
 Metropolitan Washington COG
 777 N. Capitol St., NE
 Suite 300
 Washington, DC 20002



ASSOCIATION OF
 METROPOLITAN
 PLANNING
 ORGANIZATIONS

Description	Amount
AMPO Membership Dues 2014 - Restricted	20,000.00
AMPO Membership Dues 2014 - Unrestricted	5,000.00
<div style="border: 1px solid black; padding: 5px; margin: 10px 0;"> <p>Please indicate below what percent of your dues come from federal funds IF IT IS NOT 80% and return a copy of this invoice with your payment.</p> <p>Our percent of federal funds is _____.</p> </div>	
Total	\$25,000.00

ITEM 9 - Action
January 15, 2014

Approval of the TPB Regional Transportation Priorities Plan
(RTPP)

Staff

Recommendation: Receive briefing on comments received and adopt Resolution R9-2014 to approve the TPB Regional Transportation Priorities Plan.

Issues: None

Background: The RTPP has been developed to identify regional strategies that offer the greatest potential contributions toward addressing regional challenges. [A revised draft RTPP was released for public comment on December 12.](#)

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002

**RESOLUTION APPROVING THE REGIONAL TRANSPORTATION PRIORITIES PLAN
(RTPP) FOR THE NATIONAL CAPITAL REGION**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of Moving Ahead for Progress in the 21st Century (MAP-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, in 2010 the Citizens Advisory Committee (CAC) recommended that the TPB develop a “Regional Transportation Priorities Plan” that would serve as an unconstrained vision for transportation operations and investments in the region; and

WHEREAS, in May 2010 the TPB hosted an event called “Conversation on Setting Regional Transportation Priorities” to address the possibilities for more explicitly establishing regional priorities; and

WHEREAS, in June 2010 the TPB appointed the TPB Priorities Plan Scoping Task Force to determine the scope and process for developing a RTPP; and

WHEREAS, in July 2011 the TPB approved the scope and process developed by the TPB Priorities Plan Scoping Task Force which specified that the purpose of the RTPP would be to identify transportation strategies that could be recognized throughout the region as offering the greatest potential contributions to addressing continuing regional challenges, and to support efforts to incorporate those strategies into future updates of the Financially Constrained Long-Range Transportation Plan (CLRP); and

WHEREAS, the RTPP is the product of more than a decade of TPB planning activities, including the establishment of transportation planning goals in the *TPB Vision* and *Region Forward*, analysis of a range of transportation and land-use scenarios, adoption of the CLRP as a baseline, and analysis of the region’s transportation funding challenges; and

WHEREAS, the RTPP was designed to support and advance the comprehensive regional planning guidance provided by both the *TPB Vision* and *Region Forward*; and

WHEREAS, the transportation planning goals set forth by the *TPB Vision* provided a foundation for development of the RTPP, and the planning process used a mix of technical work, public outreach, and stakeholder feedback to identify both the regional transportation challenges standing in the way of achieving our regional goals and the top strategies to address those challenges; and

WHEREAS, from January - June 2012 public and stakeholder participation occurred, including listening sessions with regional stakeholders and citizen representatives and a deliberative forum with a selection of citizens chosen to be representative of the region, to determine the

best way to communicate the ideas and concepts that were to be included in future outreach on the RTPP; and

WHEREAS, from April - June 2013 an online survey was completed with a representative sample of 660 residents from throughout the region to determine how the regional challenges and strategies resonated with members of the general public; and

WHEREAS, the priorities and individual strategies identified in the RTPP are intended to provide broad regional policy guidance, and encourage local decision makers to consider regional priorities when making local decisions; and

WHEREAS, the RTPP identifies priorities that people from all parts of the region can support, and that local, state, and regional agencies can consider when developing projects that are incorporated in the CLRP; and

WHEREAS, on July 24, 2013 the first draft of the RTPP was released for a 30-day public comment period, and comments were incorporated into the second draft that was released on October 11, 2013 for another 30-day public comment period; and

WHEREAS, from November - December 2013, the RTPP was revised based on the comments received and from targeted outreach to key stakeholders; and

WHEREAS, on December 12, 2013 the third draft of the RTPP was released for a 30-day public comment period that ended on January 11, 2014, and is being presented to the TPB for approval on January 15, 2014; and

WHEREAS, the TPB will be briefed on a summary of responses to comments received through January 11, 2014, and the recommended changes to be incorporated in the final version of the RTPP; and

WHEREAS, in order to raise awareness of the approved RTPP it is anticipated that informational briefings and other outreach activities to support understanding of the RTPP will be provided to TPB member jurisdictions and agencies as requested.

NOW, THEREFORE, BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD:

- Approves the Regional Transportation Priorities Plan for the National Capital Region.
- Dedicates the Regional Transportation Priorities Plan to the memory of Ronald F. Kirby who worked tirelessly to develop the Plan and carry it forward.

ITEM 10 - Information

January 15, 2014

Update on Project Submissions and Schedule for the Air Quality Conformity Assessment, and Status of the Financial Analysis for the 2014 CLRP

Staff

Recommendation: Receive update on the major transportation projects submitted by the implementing agencies, the schedule for the air quality conformity assessment, and the status of the financial analysis for the 2014 CLRP.

Issues: None

Background: In December it was determined that more time to discuss and refine the financial plan for the 2014 CLRP would be needed, and the schedule for the project submissions and air quality conformity assessment needed to be changed. The project submissions are scheduled to be released on February 13 for a 30-day public comment period that will end March 15. At the March 19 meeting, the Board will be asked to approve the project submissions and scope of work for the air quality conformity analysis of the 2014 CLRP.

DRAFT

**Schedule for the 2014 Financially Constrained Long-Range Transportation Plan (CLRP)
and the FY2015-2020 Transportation Improvement Program (TIP)**

*October 16, 2013	TPB is Briefed on Draft Call for Projects
*November 20, 2013	TPB Releases Final Call for Projects - Transportation Agencies Begin Submitting Project Information through On-Line Database
December 13, 2013	<u>DEADLINE:</u> Transportation Agencies Complete On-Line Submission of Draft Project Inputs.
February 7, 2014	Technical Committee Reviews Draft CLRP & TIP Project Submissions and Draft Scope of Work for the Air Quality Conformity Assessment
February 13, 2014	CLRP & TIP Project Submissions and Draft Scope of Work Released for Public Comment
*February 19, 2014	TPB is Briefed on Project Submissions and Draft Scope of Work
March 11, 2014	TPB Staff Briefs MWAQC TAC on Project Submissions and Scope of Work
March 15, 2014	Public Comment Period Ends
*March 19, 2014	TPB Reviews Public Comments and is asked to Approve Project Submissions and Draft Scope of Work
May 2, 2014	<u>DEADLINE:</u> Transportation Agencies Finalize Congestion Management Documentation Forms (where needed) and CLRP & TIP Forms. (Submissions must not impact conformity inputs; note that the deadline for changes affecting conformity inputs was March 19, 2014).
June 27, 2014	Technical Committee Reviews Draft CLRP & TIP and Conformity Assessment
July 10, 2014	Draft CLRP & TIP and Conformity Assessment Released for Public Comment at Citizens Advisory Committee (CAC)
*July 16, 2014	TPB Briefed on the Draft CLRP & TIP and Conformity Assessment
July ??, 2014	TPB Staff Briefs MWAQC TAC on the Draft CLRP & TIP and Conformity Assessment
August 9, 2014	Public Comment Period Ends
*September 17, 2014	TPB Reviews Public Comments and Responses to Comments, and is Presented the Draft CLRP & TIP and Conformity Assessment for Adoption
*TPB Meeting	

ITEM 11 - Information

January 15, 2014

Briefing on a Draft Regional Green Streets Policy for the Washington
Region

Staff

Recommendation: Receive briefing on the draft regional Green Streets policy

Issues: None

Background: At the December 19, 2012 meeting, the TPB received a request from the Anacostia Watershed Restoration Partnership to adopt a regional Green Streets policy, following its adopted regional Complete Streets policy.

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202 TDD: (202) 962-3213

Item 11

MEMORANDUM

TO: Transportation Planning Board

FROM: Michael Farrell, Senior Transportation Planner
Department of Transportation Planning

SUBJECT: Draft Green Streets Policy for the Washington Region

DATE: January 8, 2014

Background and Purpose

Following a December 2012 request to the TPB from the Anacostia Watershed Restoration Partnership, a draft regional Green Streets Policy for the Washington Region has been developed by COG Transportation and Environmental Programs staff.

The policy is intended to encourage local level adoption and implementation of Green Streets policies and principles, while preserving flexibility for local governments.

Action

The Board will be briefed the draft policy and attachments, including the following documents:

1. Draft Green Streets Policy for the National Capital Region
2. Attachment A: Green Streets Guidance
3. Attachment B: Green Streets Resources
4. Inventory of Green Streets policies in the Washington Region

Development Process

Starting in January 2013, the Department of Transportation Planning and Department of Environmental Programs staffs of COG inventoried existing policies relating to Green Streets in the TPB member jurisdictions. The inventory identified the context for a regional policy. A regional Green Streets workshop, held on April 8th with over 90 people in attendance, provided greater detail on the implementation to of the TPB member agencies Green Streets policies, as well as the possible benefits of a regional policy. Transportation and Environment Programs staff then worked together to create a draft policy, which was released in September.

Review Process

This policy went through a robust review process from September-December 2013. Staff briefed the TPB Technical Committee, the Anacostia Watershed Management Committee the Bicycle and Pedestrian Subcommittee, the Climate Energy and Environmental Policy Committee, and the Citizens Advisory Committee. Comments were solicited from TPB member agencies, which generally requested less specificity and more flexibility in the regional policy.

The draft policy has been revised in response to comments received from TPB member agencies, including both transportation and environmental stakeholders.

Next Steps

Following TPB review and comment, we anticipate approval by the TPB at the February 19th meeting.

DRAFT Green Streets Policy for the National Capital Region

I. Background

The National Capital Region Transportation Planning Board (TPB) supports a transportation system that enhances the region's natural environmental quality and the appearance of its communities, makes alternate travel modes such as walking and bicycling more attractive, and focuses economic development in walkable activity centers. These goals are embodied in COG's *Region Forward* (2010), the TPB *Vision* (1998), and the draft Regional Transportation Priorities Plan.

Stormwater runoff from impervious surfaces, including urban streets and roads is a major threat to water quality in the Washington region. Urban roads, along with sidewalks and parking lots, are estimated to constitute almost two-thirds of the total impervious surface cover and contribute a similar ratio of stormwater runoff.

On December 18, 2012, the Anacostia Watershed Restoration Partnership requested that the TPB develop and approve a regional policy on Green Streets, similar to the regional policy on Complete Streets. At the direction of the TPB Technical Committee, a stakeholder workshop was held on April 8th, 2013 to review current Green Streets policies and practices. Workshop participants concluded that Green Streets are often the most cost-effective response to stormwater runoff regulations, and that a directive from the top of a government can help ensure that various agencies within a government will cooperate to implement Green Streets.

Department of Transportation Planning and Department of Environmental Programs staff then drafted *Green Streets Policy, Guidance, and Resources* documents with input from the TPB Technical Committee and other stakeholders.

II. Definitions

(1) GREEN STREET.

Green Streets are an alternative to conventional street drainage systems designed to more closely mimic the natural hydrology of a particular site by infiltrating all or a portion of local rainfall events. A green street uses trees, landscaping, and related environmental site design features to capture and filter stormwater runoff within the right of way, while cooling and enhancing the appearance of the street.

(2) GREEN STREETS POLICY.—The term “green streets policy” means

A directive at the local, state, regional, or federal level that requires the use of green streets techniques to manage stormwater runoff from transportation facilities in a manner appropriate to the function and context of the relevant facility.

(3) GREEN STREETS PRINCIPLE;—The term “green streets principle” means

A specific component of a Green Streets policy.

III. Policy Statement

The National Capital Region Transportation Planning Board endorses the concept of Green Streets and strongly encourages its member jurisdictions and agencies that do not already have a Green Streets policy, or who are revising an existing policy, to adopt a Green Streets policy that includes common elements that the TPB believes reflect current best practices, such as the attached *A: Green Streets Guidance* and *B: Green Streets Resources*.

IV. Documentation and Reporting

1. Within six months of the adoption of this policy, and every two years thereafter, Transportation Planning Board staff will conduct a survey of the TPB member jurisdictions and agencies regarding their adoption and implementation of Green Streets policies.
2. Within two years of the adoption of this policy, the TPB will create a regional information clearing house, which will provide access to state and local project web sites where detailed and timely information on the design of transportation projects can be found, so that the public may judge whether and how well such projects implement Green Streets principles.

V. Promotion

With six months of the adopting of this policy, the TPB will sponsor training on Green Streets best practices for personnel responsible for the design, construction, and maintenance of streets.

Within two months of the training event, the TPB will produce a summary and resource guide on Green Streets best practices as identified by the training speakers and participants.

Attachment A

DRAFT Green Streets Policy Guidance

I. Elements of an Ideal Green Streets Policy

The following elements should be part of a comprehensive Green Streets policy. An ideal Green Streets policy:

- Includes a vision for how and why the community wants to green its streets.
- Covers all transportation facilities.
- Applies to both new and retrofit projects, including design, planning, maintenance, and operations for the entire right of way.
- Makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions.
- Directs the use of the latest and best design standards while recognizing the need for flexibility in balancing user needs.
- Directs that green streets solutions will complement the context of the community.
- Establishes performance standards with measurable outcomes.
- Includes specific next steps for implementation of policy, such as
 - Revising agency procedures and regulations to reflect the policy
 - Developing or adopting new design guides
 - Offering training for staff responsible for implementing the policy
 - Gathering data on how well streets are serving the goals of the policy

II. Sample Policy Statement

Beginning on the effective date of this policy, all (insert jurisdiction or agency) financed and approved transportation projects in (insert Jurisdiction or Agency) shall, where practicable, use trees, landscaping and related environmental site design features to capture and filter stormwater runoff within the right of way, in a manner appropriate to the function and context of the facility.



Rain garden: District of Columbia

What is a Green Street?

Green streets incorporate trees, landscaping features, and related site design elements to capture and filter stormwater runoff within the right of way, while cooling and enhancing the appearance of the street.

Green Streets Features



Bioretention: Arlington Co.



Tree Plantings: MDSHA



Bioswale, tree planters & permeable pavement: Fairfax Co.



Permeable pavement: District of Columbia

Benefits of Green Streets

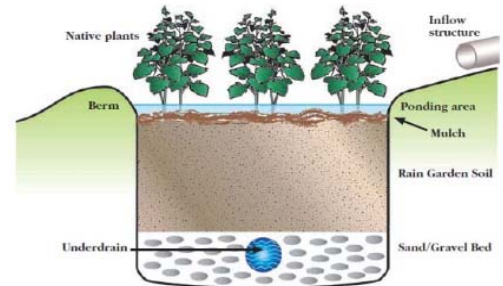
- Managing stormwater - can be more cost effective than traditional stormwater approaches
- Enhancing aesthetics
- Improving local air quality - absorbing and intercepting air pollution
- Enhancing economic development and property values
- Improving the road user experience
- Reducing urban heat island effect and associated health and energy costs
- Linking green spaces to improve ecological resilience; can include native plants

Green Streets may also incorporate energy efficient lighting, recycled materials, signage, and other sustainable transportation and environmental features.

Adapted from [Water Environment Research Foundation](http://WaterEnvironmentResearchFoundation.org)



Bioretention with tree planter: District of Columbia



Rain garden design: Fairfax Co.

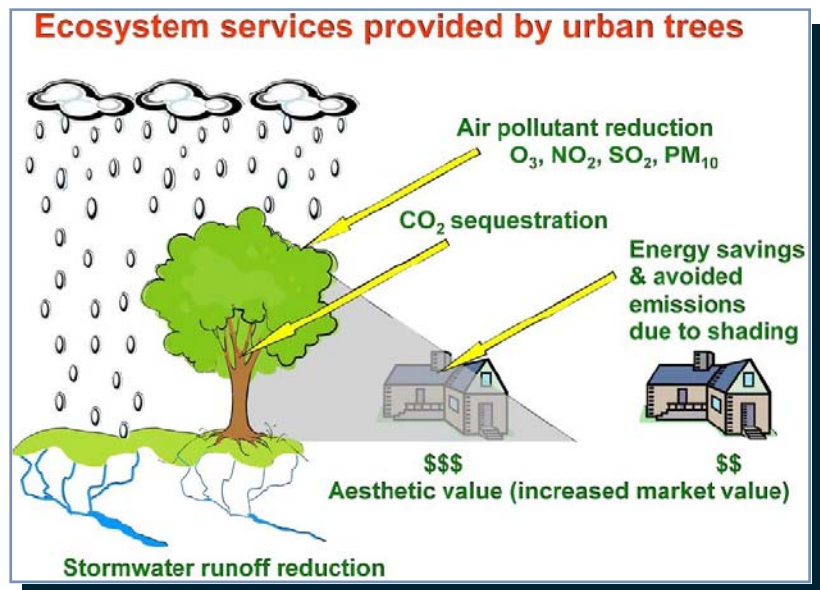


Figure 1. Trees and vegetation perform a variety of ecological services. iTreetools.org.

Green Streets Policies

[District of Columbia](#) *Green Streets Policy*

The District of Columbia's stormwater rules and the Department of Transportation's Low Impact Development Action Plan inform the city's Green Streets Policy.

[Maryland](#) *Stormwater Management Act*

Maryland requires all new and reconstructed state and federal projects to implement environmental site design to the maximum extent practicable.

[Prince George's County, Maryland](#) *Complete and Green Streets Policy*

The County requires road, sidewalk, trail and transit related construction/reconstruction projects to include environmental site design where practicable.

[Portland, Oregon](#) *Green Streets Policy*

"Goal: City of Portland will promote and incorporate the use of green street facilities in public and private development."

[Cleveland, Ohio](#) *Complete and Green Streets Ordinance*

"The City of Cleveland is committed to the creation of a network of Complete and Green Streets that will improve the economic, environmental and social well-being."

[Tucson, Arizona](#) *Green Streets Policy*

Tucson's Green Streets Policy requires stormwater-harvesting features to be integrated into all publicly-funded roadway development and re-development projects.

Green Streets Guidebooks, Standards and Manuals

Charles River Watershed Association [Green Streets manual](#). Powerpoint presentation.

City of Portland's [Green Streets Construction Guide](#)

City of Seattle's [Right of Way Improvements Manual: Green Streets](#)

City of Philadelphia's [Green City Clean Waters Implementation and Adaptive Management Plan: Green Streets Design Manual](#), p. 55.

Environmental Protection Agency's (EPA) Municipal Handbook [Managing Wet Weather with Green Infrastructure: Green Streets](#).

EPA's [Conceptual Guide to Green Streets Design Standards](#).

[Great Lakes Green Streets Guidebook](#)

Water Environment Research Foundation's [Green Streets Basics and Design](#)

Additional Resources

EPA's [Green Highway's Partnership](#) aims to achieve environmental stewardship goals through collaboration, voluntary participation and public/private partnerships.

[National Complete Streets Coalition](#) states that "...a Complete Streets policy ensures that transportation planners and engineers consistently design and operate the entire roadway with all users in mind – including bicyclists, public transportation vehicles and riders, and pedestrians of all ages and abilities."

[Re:Streets](#) is a partnership that "explore[s] the future of streets and what America's roadways would be like if they were designed for living, instead of just driving."



Inventory of Green Streets Policies in the Washington Region

District of Columbia	
Jurisdiction	Summary of policies related to Green Streets
Washington, D.C.	The Green Streets program is part of several programs including the Low Impact Development (LID) Action Plan for SW management, Great Streets, and Sustainable DC Plan . The Complete Streets Policy includes Green Streets principles such as creating more green space in transportation, improving pedestrian environment, and environmental enhancement .
Maryland	
<p>State Stormwater Management Requirements for State and Federal Projects¹:</p> <p>1. New</p> <p>At a minimum, runoff from 1 inch of rainfall must be treated with environmental site design.</p> <p>2. Reconstructed</p> <p>Environmental site design (ESD) must be implemented to the <i>maximum extent practicable</i> to provide water quality treatment for the first 1 inch of rainfall for a minimum of 50 percent of the existing impervious area within the limit of disturbance.</p> <p>Additional Information</p> <ul style="list-style-type: none"> The Stormwater Management Act of 2007 defines ESD as "...using small-scale stormwater management practices, nonstructural techniques, and better site planning to mimic natural hydrologic runoff characteristics and minimize the impact of land development on water resources." Maryland State Highways Administration (MD SHA) is a leading partner in the Green Highways Partnership. MD SHA is involved in a number of demonstration projects promoting innovative stormwater management practices, including low impact development strategies and water quality banking. 	
Jurisdiction	Summary of policies related to Green Streets
Charles County	Implemented Stormwater Management Retrofits incorporated dry swales, bioretention systems, and shallow wetlands. Developed LID/ESD Design Manual and state required stormwater ordinance .
City of Bowie	Plans and objectives include: Increased tree canopy coverage, more trees planted on streets (150 annually), and LID stormwater management . Environmental Infrastructure Action Plan states that the city adopted a resolution that supports conservation landscaping and LID.

¹ These requirements presumably apply to state highways. In Maryland, local roads fall under local authority.



City of Frederick	The 2009 Sustainable Practice Action Plan calls for exploring an LID stormwater management policy employing bioretention facilities, filter/buffer strips, and grassed swales. ESD Treatment Practices were approved in 2010 to follow ESD to the maximum extent practicable. Urban Forestry Master Plan describes stormwater benefits of street trees.
City of Gaithersburg	Gaithersburg Master Plan describes enhancement strategies for green infrastructure, LID, street trees, and increased street light efficiency. The city's ESD stormwater policies include bio-retention swales and curb inlets, enlarged sidewalk tree boxes, and green roofs and façades.
City of Rockville	Implemented a Street Tree Master Plan. Sediment Control and Stormwater Management code complies with Maryland requirements.
College Park	Letter of support for Green Infrastructure Master Plan Coordination and Implementation for the Anacostia River Watershed . Energy-efficient street lights are among the Green Initiatives .
Frederick County	The Green Infrastructure Plan outlines a framework to revitalize natural resource gaps, support development patterns, and meet water quality standards. The plan includes Storm Water Action Items , with a goal to 'Incorporate the use of non-structural stormwater management, including vegetated swales and bio-retention.'
Montgomery County	Very extensive LID program including bioretention, bioswales, curb extensions, tree boxes, rain gardens, and pervious sidewalks. Numerous implemented projects throughout the county.
Prince George's County	Adopted a Complete and Green Streets Policy in 2012. Countywide Green Infrastructure Functional Master Plan supports street planters, curb extensions, tree box filters, bioswales and bioretention.
Takoma Park	At least one Green Street project in progress.



Virginia	
<p><u>State Requirements for Stormwater Management for Roads and Highways:</u>²</p> <p>1. New</p> <p><i>Technology approach:</i> Determine the required best management practice to treat the entire post construction impervious area within the right of way plus permanent easement area per outfall.</p> <p>2. Reconstructed</p> <p><i>Performance approach:</i> Design the best management practice for a water quality volume based on net increase in impervious area plus 10% of pre-construction impervious area. The goal is to determine the best management practice that would remove pounds of phosphorus to 10% less than existing loading</p> <p>Additional Information</p> <p>Currently DCR does not have published credits for using LID practices to meet water quality requirements. However, such practices are being requested as a means to improve water quality. Language in the VDOT Subdivision Street Acceptance Policies is encouraging LID practices, even to the allowance of such inside VDOT right of way. For those items inside the right of way, maintenance provisions are agreed upon either through VDOT or the Locality.</p> <p>VDOT holds a Municipal Separate Storm Sewer System (MS4) permit for facilities located in 13 urbanized areas in Virginia. VDOT’s Watershed Implementation Plan includes a provision to encourage LID where appropriate.</p>	
Jurisdiction	Summary of policies related to Green Streets
Arlington County	Transportation Master Plan Streets Element emphasizes environmental sustainability and stormwater management. Green Streets website and several projects in progress and implemented. Green streets FAQ page . Efficient streetlight program.
City of Alexandria	Alexandria’s Eco-City Charter and Environmental Action Plan incorporate green street principles. Environmental elements such as trees are included in City Master Plan and associated small area plans ; and Transportation Master Plan . Implemented several green infrastructure and Low Impact Development (LID) projects, including a pervious trail .
City of Falls Church	The city has several green infrastructure projects . The Watershed Management Plan describes proposed changes to support LID implementation in street design. Department of Environmental Services implements LID projects .
City of Manassas	Urban tree canopy plan and sustainability best practices for stormwater management are part of sustainability plan . Green infrastructure included in the Old Town street plan .

²In Northern Virginia, most roads are built and maintained by the state. However this group does not include those roads within the Cities, some Towns, some private subdivision streets, and the secondary roads in Arlington County. Local governments can partner with the state in some cases on Secondary Roadways to implement stormwater management in state rights of way with execution of maintenance agreement as per VDOT’s Subdivision Street Acceptance Requirements (SSAR).



Fairfax County	Comprehensive Plan contains several ecological and water resources objectives and policies that support stormwater treatment through Low Impact Development. Environmentally-sensitive streetscaping concepts were implemented in several neighborhood stormwater improvement projects and incorporated in design guidelines for Tysons Corner.
Loudoun County	The General Plan’s Green Infrastructure chapter includes green stormwater management. Stormwater Management Plan details BMPs.
Prince William County	The County’s stormwater management program lists Low Impact Development among its methods. The County’s Comprehensive Plan’s Environment chapter encourages street tree space and LID use in site plans.

Acronyms

BMPs

Best Management Practices-

Stormwater facilities such as rain gardens (a small depressed area with amended soils and native plants designed to capture and filter runoff), grassed swales, infiltration trenches, permeable pavement, stormwater planters, tree box filters, and vegetated roofs. (http://www.epa.gov/oaintrnt/stormwater/best_practices.htm)

ESD

Environmental Site Design- Same as Low Impact Development.

LID

Low Impact Development-

An approach to land development (or re-development) that works with nature to manage stormwater as close to its source as possible. LID employs principles such as preserving and recreating natural landscape features, minimizing effective imperviousness to create functional and appealing site drainage that treat stormwater as a resource rather than a waste product. LID incorporates practices such as bioretention facilities, rain gardens, vegetated rooftops, rain barrels, and permeable pavements. Applied on a broad scale, LID can maintain or restore a watershed's hydrologic and ecological functions. (<http://water.epa.gov/polwaste/green/>)

Note: ESD and LID are contrasted with **Traditional Stormwater Management design** which focused on collecting stormwater in piped networks and transporting it off site as quickly as possible, either directly to a stream or river, to a large stormwater management facility (basin), or to a combined sewer system flowing to a wastewater treatment plant. (<http://www.epa.gov/oaintrnt/stormwater/>)

MS4

Municipal Separate Storm Sewer System-

An MS4 is a conveyance or system of conveyances that is:

- Owned by a state, city, town, village, or other public entity that discharges to waters of the U.S.;
- Designed or used to collect or convey stormwater (including storm drains, pipes, ditches, etc.);
- Not a combined sewer; and
- Not part of a Publicly Owned Treatment Works (sewage treatment plant).

MS4 jurisdictions must complete a permit and develop a stormwater management plan under Clean Water Act regulations.

ITEM 12 - Information

January 15, 2014

Briefing on Priority Regional Bicycle and Pedestrian Projects
Recommended for the FY 2015-2020 TIP

Staff

Recommendation: Receive briefing on an updated list of priority regional bicycle and pedestrian projects recommended for consideration in the FY 2015-2020 TIP by the Bicycle and Pedestrian Subcommittee of the TPB Technical Committee.

Issues: None

Background: The Bicycle and Pedestrian Subcommittee has identified a list of priority unfunded bicycle and pedestrian projects from a regional perspective since 1995. The list was reviewed by the Technical Committee at its January 3 meeting.

National Capital Region Transportation Planning Board

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Item 12

MEMORANDUM

DATE: January 8, 2014

TO: Transportation Planning Board

FROM: Michael Farrell
Senior Transportation Planner

SUBJECT: Updated List of Priority Unfunded Regional Bicycle and Pedestrian Projects Recommended for Consideration in the FY 2015-2020 Transportation Improvement Program (TIP) by the Bicycle and Pedestrian Subcommittee of the TPB Technical Committee

The FY 2014 Unified Planning Work Program calls upon the Bicycle and Pedestrian Subcommittee to compile a list of bicycle and pedestrian project recommendations for the FY 2015-2020 Transportation Improvement Program. At its November 19th meeting the Subcommittee reviewed the list of bicycle and pedestrian projects as priorities for consideration in the FY 2015-2020 TIP or subsequent TIPs.

This memo transmits this year's project list, shown on page three.

Background

The Bicycle and Pedestrian Subcommittee has developed a list of top priority unfunded bicycle and pedestrian projects from a regional perspective since 1995. The list is a statement of priorities among the *unfunded* or *partially funded* bicycle and pedestrian projects from local, state, agency, and regional plans. Projects are nominated by the jurisdiction in which they are located

The purpose of the list is to raise awareness of the projects and increase the likelihood that they will be funded.

The Subcommittee develops a priority list using the following criteria:

- **Still seeking funding:** the project does not yet have full construction funding committed to it.
- **Bicycle Network Connectivity:** priority was given to projects that enhanced connectivity of facilities on the regional bicycle facilities network.

- **Pedestrian Safety:** priority was given to projects that promoted pedestrian safety, especially in areas with documented pedestrian safety problems and no pending road project that could address them.
- **Access to Transit:** priority was given to projects that enhanced access to Metrorail stations and other major transit stops or facilities.
- **Time Frame:** all projects should be able to be completed by 2020, the end of the TIP time frame.
- **Local Support:** the project is a priority for the jurisdiction or jurisdictions in which it is located.
- **Reasonable Cost:** the total cost of the list should be a reasonable fraction of the total spending in the region on highways and bridges.

Changes since the 2012 Priority List

The Subcommittee created the last priority list in September 2012. Fully funded projects from the 2012 list are shown on page five.

Four new projects were added to the list:

1. East Street Rails with Trails (City of Frederick)
2. Van Dorn/Beauregard Bicycle Facility (City of Alexandria)
3. Atlantic Boulevard Corridor Bicycle and Pedestrian Improvements (Loudoun County)
4. US Bike Route 1 Signing Project (Northern Virginia)

Some of the projects included on the list have appeared in previous TIPs as being funded for only partial amounts, usually for study only or for initial phases of a multi-phase project.

Project Budget and Descriptions

Budget information is shown on page three, and project descriptions on pages 5-9. The numbers in the table on page three sum from left to right.

Conclusion

The Subcommittee sees this short list as a very modest investment in bicycle and pedestrian facilities in the Washington region. In trying to reach the adopted goals of the TPB vision and the regional bicycle and pedestrian plan, the Subcommittee supports the funding of bicycle and pedestrian projects over and above this list. In addition, the Subcommittee encourages the inclusion of bicycle and pedestrian facilities in all transportation projects in accordance with the TPB's regional Complete Streets policy, adopted May 16, 2012.

Top Priority Unfunded Bicycle and Pedestrian Projects for the FY 2015-2020 Transportation Improvement Program (TIP) or future TIPs
DRAFT 1/7/2014

State	Jurisdiction	Lead Agency	Project Name	Transit Access	Regional Bicycle Network Connectivity	Pedestrian Safety	On last year's list?	Funding Status before FY 2015 (\$ thousands)**	Funding Currently Allocated for FY 2015	Additional Funding Requested for FY 2015	Funding Needed After FY2015***	Estimated Total Cost****	
DC	District of Columbia	DDOT	Metropolitan Branch Trail (Fort Totten to Takoma)	Y	Y	Y	Y	P	\$4,000		\$3,000	\$13,000	\$20,000
MD	City of Frederick	City of Frederick	East Street Rails with Trails	Y	Y	Y	N		1,000	0	0	3,000	\$4,000
	Frederick County	Frederick County Division of Parks & Recreation	Monocacy River Greenway Trail (Ballenger Creek to MARC Station)	Y	Y	Y	Y	P	0	0	0	3,500	\$3,500
	Montgomery County	Montgomery County DOT	MacArthur Boulevard Bikeway Improvements Segment 3		Y	Y	Y	P	0	0	0	8,590	\$8,590
	Prince George's County	M-NCPPC Prince George's County	Rhode Island Avenue Trolley Trail Extension	Y	Y	Y	Y	P	675			1,000	\$1,675
VA	Alexandria	City of Alexandria	Van Dorn/Beauregard Bicycle Facility	Y	Y		N					2,000	\$2,000
	Arlington	Arlington County	Arlington Boulevard Pedestrian & Bikeway	Y	Y	Y	Y	P	60	300	0	3,640	\$4,000
	Fairfax County	Fairfax County DOT	Leesburg Pike Seven Corners to Alexandria Pedestrian Initiative	Y	Y	Y	Y	P	4,000			5,000	\$9,000
	Town of Herndon	Town of Herndon	Folly Lick/Spring Branch Regional Trail to Dulles Metrorail	Y	Y	Y	Y	P	50	100	300	400	\$850
	Loudoun County	Loudoun County Office of Transportation	Atlantic Boulevard Corridor Bicycle and Pedestrian Improvements	Y	Y	Y	N		0	0	4,000	0	\$4,000
	Prince William County	Prince William County/VDOT	Rte 234 Trail from Country Club Dr to Route 1	Y	Y	Y	Y	N	0	0	1,000	5,000	\$6,000
	Northern Virginia	VDOT	US Bike Route 1 Signing Project	Y	Y		N				100		\$100
									\$9,785	\$400	\$8,400	\$45,130	\$63,715

Includes developer contributions.

Total Cost	
D.C.	\$20,000
Maryland	\$17,765
Virginia	\$25,950
Total	\$63,715

Projects from the September 2012 Priority List that Subsequently Received Full Funding

Cost

Stat Jurisdiction	Project Name	Funding	Y	Y	Y	Funding Status	Cost	
MD	Frederick City City of Frederick	US 15 Trail Tunnel		Y	Y	Y	fully funded	\$1,300
VA	Alexandria City of Alexandria	Holmes Run Greenway Shared-Use Path Improvements	Y	Y	Y	Y	fully funded	\$5,000
	Washington Region Arlington County, City of Alexandria, City of College Park & University of Maryland at College Park, DDOT, Montgomery County	Regional Bike Sharing	Y			Y	funded*	\$ 10,000

The bike sharing project was originally a regional federal TIGER grant application. The grant application was not successful, but the project has largely been funded from other sources.

Projects from the December 2009 Priority List that Subsequently Received Full Funding

Stat Jurisdiction	Project Name	Funding	Y	Y	Y	Funding Status
MD	Montgomery County Macarthur Boulevard Bikeway Improvements Segment 2	9,530		Y		fully funded
VA	Prince William County Old Bridge Road Sidewalk	5,000	Y		Y	fully funded
ALL	WMATA area WMATA Bicycle Parking Project	1,165	Y			fully funded

Projects from the December 2007 Priority List that Subsequently Received Full Funding*****

Stat Jurisdiction	Project Name	Funding	Y	Y	Y	Funding Status
MD	Montgomery County Falls Road Shared-Use Path	5,000	Y		Y	fully funded

Projects from the December 2006 Priority List that Subsequently Received Full Funding

Stat Jurisdiction	Project Name	Funding	Y	Y	Y	Funding Status
VA	Alexandria Holmes Run Pedestrian/Bicycle Crossing	750	Y	Y	Y	fully funded
	Fairfax County Route 1 Pedestrian and Bicycle Safety Improvements	18,000	Y	Y	Y	fully funded
	Prince William County Dumfries Road (Route 234) Bike Path	732	Y		Y	fully funded
		\$19,482				

**Known funding allocated in recent years. May not include previous funding for related but separate project on the same facility.

***May not include future costs for related but separate projects on the same facility.

****Costs are in FY 2014 dollars. Inflation may increase nominal total cost.

*****No projects from the December 2008 list subsequently received full funding.

Priority Bicycle/Pedestrian Project Descriptions and Background

1. Metropolitan Branch Trail, Fort Totten Section (District of Columbia)

This 7.7 mile multi-use path will run from Union Station to Silver Spring, parallel to the Red Line of the Metro. It will link to the planned Prince George's Connector Trail at Fort Totten. On the Montgomery County side, the trail will eventually connect to the Georgetown Branch Trail.

The Metropolitan Branch Trail has been a high priority for the District of Columbia for many years. It is in the District of Columbia Comprehensive Plan and in the District of Columbia Bicycle Plan. From Union Station north through the New York Avenue Metro station and over Florida Avenue, as far as Franklin Street, is complete and open to the public.

DDOT staff and the Bicycle Advisory Committee selected it as the top priority unfunded bicycle and pedestrian project for the District, and the Director of DDOT approved the selection. Jim Sebastian of DDOT reconfirmed that the Metropolitan Branch Trail remains the top priority unfunded bicycle and pedestrian project. This project is included in the 2010 Bicycle and Pedestrian Plan for the National Capital Region.

2. East Street Rail with Trail (City of Frederick)

Tim Davis of the City of Frederick identified this project as the City of Frederick's top priority unfunded bicycle and pedestrian project.

3. Monocacy River Greenway Trail Phase I, Monocacy MARC station to Ballenger Creek (Frederick County)

The Monocacy River is one of the most visible natural features in Frederick County. The Monocacy is one of the most often mentioned corridors, by the public, to have a parallel trail. The corridor is primarily in agricultural use except for the central priority section around Frederick City South to Monocacy Battlefield and west of I-270 to Ballenger Creek which has developed with residential uses and some industrial and commercial uses. The priority segment is the 2.6 miles between Monocacy MARC Station and Ballenger Creek. The priority segment does include a number of properties currently under public ownership. Very little of the rest of the floodplain along the River is under public ownership. The priority segment of this trail would go from the Monocacy MARC Station in the City of Frederick and proceed south to the Monocacy Battlefield and the intersection with the Ballenger Creek Trail.

The use of this trail would be for recreation and transportation. There are several parks along the Monocacy River including Pinecliff Park (County) and Buckeystown Park (County), the Monocacy National Battlefield Park, the C&O Canal National Historical Park, the Monocacy Boulevard Trail (City), Carroll Creek Park/Trail (City), Proposed Linganore Creek Trail, and the Sugarloaf Mountain area.

A former Frederick County Principal Planner nominated this project, and Dial Keju, Frederick County Transportation Planner confirmed that it is still the County's top priority unfunded bicycle and pedestrian project. This project is included in the 2010 Bicycle and Pedestrian Plan for the National Capital Region, and in the Frederick County Bikeways and Trails Plan.

4. Macarthur Boulevard Bikeway Improvement Segment 3 (Montgomery County)

The MacArthur Boulevard Bike Path/Lane Improvements project will provide safe accommodations for on-road and off-road cyclists who travel along MacArthur Boulevard between Old Angler's Inn and the DC line (a distance of 7.3 miles).

The project has been separated into three segments for manageability purposes due to its expansive length and potential cost.

Segment 2: CIP 500718 from I-495 under pass to Oberlin Avenue (13,800 LF) – under construction, anticipated completion April 2014

Segment 3: CIP 509337 from Oberlin Avenue to DC Line. (6,300 LF)

Segment 1: CIP 509337 from Old Anglers Inn at Stable Lane to I-495 under pass (approximately 18,600 LF)

Segment 3 provides a continuation of bikeway improvements along MacArthur Boulevard from the easterly limit of Segment 2 at Oberlin Avenue, easterly, to the D.C. line. To enhance safety for all users, the existing shared use path along the south side of MacArthur Boulevard will be upgraded to an 8 foot paved width with a 5 foot grass buffer adjacent to the roadway. In addition to meet the needs of on-road, more experienced commuter cyclists, the roadway itself will be widened, wherever feasible, to a consistent 26 foot pavement width. Several spot improvements along the roadway will also be included to improve overall safety for all users.

Segment 3 is in preliminary design and 35% plans are anticipated to be completed by early summer 2014.

This project was nominated by Patricia Shepherd, Bikeways Coordinator, Montgomery County Department of Transportation.

5. Rhode Island Avenue Trolley Trail Extension (Prince George's County)

This trail will extend the existing segment of the Trolley Trail that was constructed by the City of College Park. It will provide bike and pedestrian access through several residential communities and to the Riverdale Park Town Center. It will also connect to the Northwest Branch Trail.

A ground breaking was recently held for this project. However, additional funding will be needed as the total cost is estimated to be well over one million dollars. As a transportation connection, this trail will be lighted, which adds significantly to the cost.

Fred Shaffer of M-NCPPC – Prince George's County identified this project as the County's top priority project.

6. Van Dorn/Beauregard Bicycle Facility (City of Alexandria)

A missing link in the City's bicycle network is a bicycle facility along Beauregard and Van Dorn Street. This facility would provide a north-south connection to the City's Holmes Run Trail, running east-west, and connect bicycle users to Mark Center. This project will be coordinated with the implementation of Transitway Corridor C in Alexandria.

Carrie Sanders, Principle Transportation Planner at the Department of Transportation and Environmental Services, nominated this project as Alexandria's top priority.

7. Arlington Boulevard Pedestrian and Bikeway Improvements (Arlington County)

Arlington Boulevard (US 50), which divides the County north and south is one of Arlington's least hospitable environments for cyclists and pedestrians to travel along or to cross. This project provides for design and implementation of a series of bicycle and pedestrian safety and access improvements to the shared-use trail that parallels Arlington Boulevard. Additionally, the project will provide much needed access and safety improvements to the corridor's transit stops. The project area extends from the Fairfax County line to the Washington Boulevard (Route 27) interchange. Major components include intersection, marking and signage improvements at trail crossings, introduction of bike lanes on service roads, and modified ramp geometries to calm traffic exiting the corridor. Other improvements include accessible bus pads and sidewalk connections, as well as crosswalk, signal and lighting upgrades. A detailed cost estimate for these improvements has not yet been developed, but is roughly estimated at \$4,000,000.

The project was initially nominated in 2005 by former Bicycle & Pedestrian program manager Charlie Denney, and re-nominated in 2007 by current program manager David Goodman. This project was developed in consultation with the Arlington Bicycle Advisory Committee and is included in Arlington County's Master Transportation Plan.

This project is included in the 2010 Bicycle and Pedestrian Plan for the National Capital Region.

8. Leesburg Pike Seven Corners to Alexandria Pedestrian Initiative (Fairfax County)

Leesburg Pike (Route 7) Pedestrian Initiative is a pedestrian safety and access improvement project consisting of pedestrian and bus stop intersection improvement projects and completion of a continuous walkway on both sides of Route 7 from the Seven Corners interchange to Alexandria. As a major transit corridor, Route 7 is a top priority for pedestrian safety improvements. Planned pedestrian improvements include sidewalks, curb ramps, pedestrian signals, crosswalks, median refuges, lighting and bus stop improvements. This project is included in the 2010 Bicycle and Pedestrian Plan for the National Capital Region. Charlie Strunk, Bicycle Coordinator of Fairfax County, nominated this project.

9. Folly Lick / Spring Branch Regional Trail to Dulles Metrorail (Town of Herndon)

This project is to implement a 1,300 foot long trail section from the Van Buren Street / Worldgate Drive intersection to the pedestrian entrance pavilion on the northside of the of the future Herndon Metrorail station. A 10-foot wide trail easement has been dedicated along property boundary lines.

The entire length of the project is to extend Fairfax County's Folly Lick regional pedestrian / bike trail through Herndon in order to connect to the north-side pedestrian entrance pavilion of the future Herndon Metrorail station. The existing Folly Lick trail begins below Sugarland Road with a connection to the Sugarland Run Trail north of town in Fairfax County. The trail continues along Folly Lick stream until the town limits. Last year, the town completed the first phase by extending this trail along the Folly Lick stream to Herndon Parkway. The town now has plans to further extend this trail through the center of town in a north-south direction, using a short section of the W&OD Trail as well as a combination of existing and proposed asphalt trails and sidewalks, to connect to future Herndon's Dulles Metrorail Station.

When completed, the trail will run approximately 2.90 miles within the town limits and allow cyclists and pedestrians to access downtown and the future Herndon Metrorail Station (Phase II). The project is included in the regional NVT A TransAction 2040 Plan. Mark Duceman, Transportation Program Manager at the Town of Herndon, nominated the project and reconfirmed that it remains the town's top priority unfunded bicycle and pedestrian project.

10. Atlantic Boulevard Corridor Bicycle and Pedestrian Improvements (Loudoun County)

This is one of the projects identified in the Recommended Countywide Bicycle and Pedestrian Accommodations Priority List adopted by the Loudoun County Board of Supervisors in 2011. This project has already been designed, and is awaiting funding for R/W acquisition and construction. The limits of the project extend 1.3 miles, from Magnolia Road to Nokes Boulevard. The project calls for sidewalk on one side and a shared use path on the other, providing accommodations for all users. The construction of these improvements will create a much needed connection between the W&OD Trail and the commercial development along the Atlantic Boulevard corridor all the way up to the Dulles Town Center.

William King, PE, of the Loudoun County Department of Transportation, nominated this project.

11. Route 234 Trail from Country Club Drive to Route 1. (Prince William County)

This project would be constructed on Route 234 (Dumfries Road) between Country Club Drive and Route 1 which will complete the existing trail on Route 234 (Dumfries Road) between the Prince William County Parkway (Route 294) and Route 1 (Jefferson Davis Highway). It will provide an important cross-county and regional connection including a crossing over I-95. The 10' trail will be located on the south side of Dumfries Road. The project length is approximately 1.5 miles.

This project was nominated by George Phillips, the Prince William County representative on the Bicycle and Pedestrian Subcommittee.

12. US Bike Route 1 Signing in Northern Virginia (VDOT)

This project is to install route and wayfinding signage along 50 miles of U.S. Bicycle Route 1, a national AASHTO bicycle route which runs from the state line at the 14th street bridge in Arlington through the City of Alexandria, Fairfax County and Prince William County before exiting the NOVA District on Fleetwood Drive at the southern boundary of Prince William County. It has the support of the jurisdictions through which it passes.

Estimated cost for the project is \$85,000 to \$100,000. Details for each jurisdictional share will be available in March 2014.

This project was nominated by Cindy Engelhart, District Bicycle Pedestrian Coordinator for the Northern Virginia District of VDOT.

Priority Unfunded Bicycle and Pedestrian Projects Recommended for Inclusion in the FY2015-2020 TIP

Michael Farrell
Senior Transportation Planner

Briefing to the Transportation Planning Board
January 15th, 2014

Background

- Since 1995, the Bicycle and Pedestrian Subcommittee has developed a list of top priority unfunded bicycle and pedestrian projects *from a regional perspective*
- The list is a statement of priorities among the *unfunded* or *partially funded* bicycle and pedestrian projects from local, state, agency, and regional plans
- Projects are nominated by the jurisdiction in which they are located
- The purpose of the list is to raise awareness of the projects and increase the likelihood that they will be funded

Selection Criteria Used for the Priority List

- Still Seeking Funding
- Pedestrian Safety
- Bicycle Network Connectivity
- Access to Transit
- Time Frame
- Local Support
 - Included in Local, State, Agency, and Regional Plans
- Reasonable Cost



The Priority List and Regional Planning

- Bicycle and Pedestrian Plan for the National Capital Region (2010)
 - A long list, over 500 projects
 - Funded and Unfunded
 - All major projects in the local plans
- This is a short list of Priority Projects, *from a regional perspective*
- Other regional policy documents support bicycle and pedestrian facilities
 - TPB Vision
 - Region Forward 2050
 - Complete Streets Policy
 - Regional Transportation Priorities Plan

Bicycle and Pedestrian Plan for the National Capital Region



October 2010

National Capital Region Transportation Planning Board

Top Priority Unfunded Bicycle and Pedestrian Projects for the FY 2015-2020 Transportation Improvement Program (TIP) or future TIPs

DRAFT 1/7/2014

State	Jurisdiction	Lead Agency	Project Name	Transit Access	Regional Bicycle Network Connectivity	Pedestrian Safety	On Last Year's List?	Funding Status before FY 2015 (\$ thousands)**	Funding Currently Allocated for FY 2015	Additional Funding Requested for FY 2015	Funding Needed After FY2015***	Estimated Total Cost****	
DC	District of Columbia	DDOT	Metropolitan Branch Trail (Fort Totten to Takoma)	Y	Y	Y	P	\$4,000		\$3,000	\$13,000	\$20,000	
MD	City of Frederick	City of Frederick	East Street Rails with Trails	Y	Y	Y	N	1,000	0	0	3,000	\$4,000	Includes developer contribution
	Frederick County	Frederick County Division of Parks & Recreation	Monocacy River Greenway Trail (Ballenger Creek to MARC Station)	Y	Y	Y	P	0	0	0	3,500	\$3,500	
	Montgomery County	Montgomery County DOT	MacArthur Boulevard Bikeway Improvements Segment 3		Y	Y	P	0	0	0	8,590	\$8,590	
	Prince George's County	M-NCPPC Prince George's County	Rhode Island Avenue Trolley Trail Extension	Y	Y	Y	P	675			1,000	\$1,675	
VA	Alexandria	City of Alexandria	Van Dorn/Beauregard Bicycle Facility	Y	Y		N				2,000	\$2,000	
	Arlington	Arlington County	Arlington Boulevard Pedestrian & Bikeway Improvements	Y	Y	Y	P	60	300	0	3,640	\$4,000	
	Fairfax County	Fairfax County DOT	Leesburg Pike Seven Corners to Alexandria Pedestrian Initiative	Y	Y	Y	P	4,000			5,000	\$9,000	
	Town of Herndon	Town of Herndon	Folly Lick/Spring Branch Regional Trail to Dulles Metrorail	Y	Y	Y	P	50	100	300	400	\$850	
	Loudoun County	Loudoun County Office of Transportation	Atlantic Boulevard Corridor Bicycle and Pedestrian Improvements	Y	Y	Y	N	0	0	4,000	0	\$4,000	
	Prince William County	Prince William County/VDOT	Rte 234 Trail from Country Club Dr to Route 1	Y	Y	Y	N	0	0	1,000	5,000	\$6,000	
	Northern Virginia	VDOT	US Bike Route 1 Signing Project	Y	Y		N			100		\$100	
								\$9,785	\$400	\$8,400	\$45,130	\$63,715	
			Total Cost										
		D.C.										\$20,000	
		Maryland										\$17,765	
		Virginia										\$25,950	
		Total										\$63,715	

**Known funding allocated in recent years. May not include previous funding for related but separate project on the same facility.

***May not include future costs for related but separate projects on the same facility.

****Costs are in FY 2014 dollars. Inflation may increase nominal total cost.

Changes Since the Last List (2012)

- Three projects on the 2012 list were funded:
 - US 15 Trail Tunnel (City of Frederick)
 - Holmes Run Greenways Shared-Use Path (City of Alexandria)
 - Regional Bike Sharing (Capital Bikeshare)
- Four new projects have been added to the list:
 - East Street Rails with Trails (City of Frederick)
 - Van Dorn/Beauregard Bicycle Facility (City of Alexandria)
 - Atlantic Boulevard Corridor Bicycle and Pedestrian Improvements (Loudoun County)
 - US Bike Route 1 Signing Project (Northern Virginia)

Examples

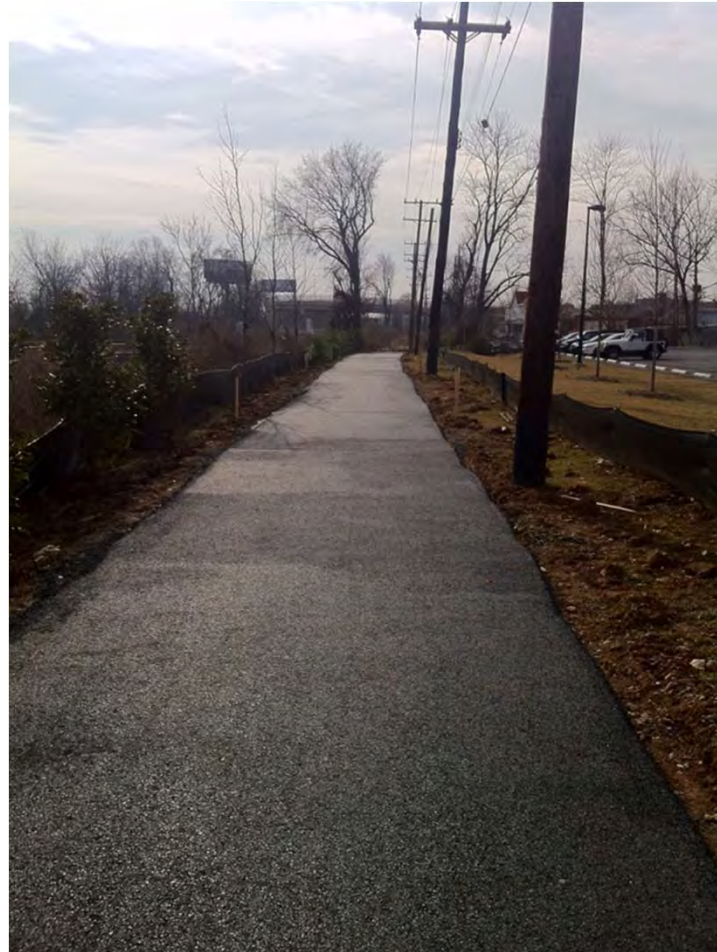
DC: Metropolitan Branch Trail Fort Totten to Takoma

- Eight miles from Union Station to Silver Spring
- Union Station to Bates Road NE is finished



MD: Rhode Island Avenue Trolley Trail Extension

- Extend existing trail from College Park to Hyattsville and the Northwest Branch Trail
- Connects to Riverdale Park MARC Station
- An important route
 - Serves new development and existing centers
 - Safer alternative to Route 1
 - Will be lit at night



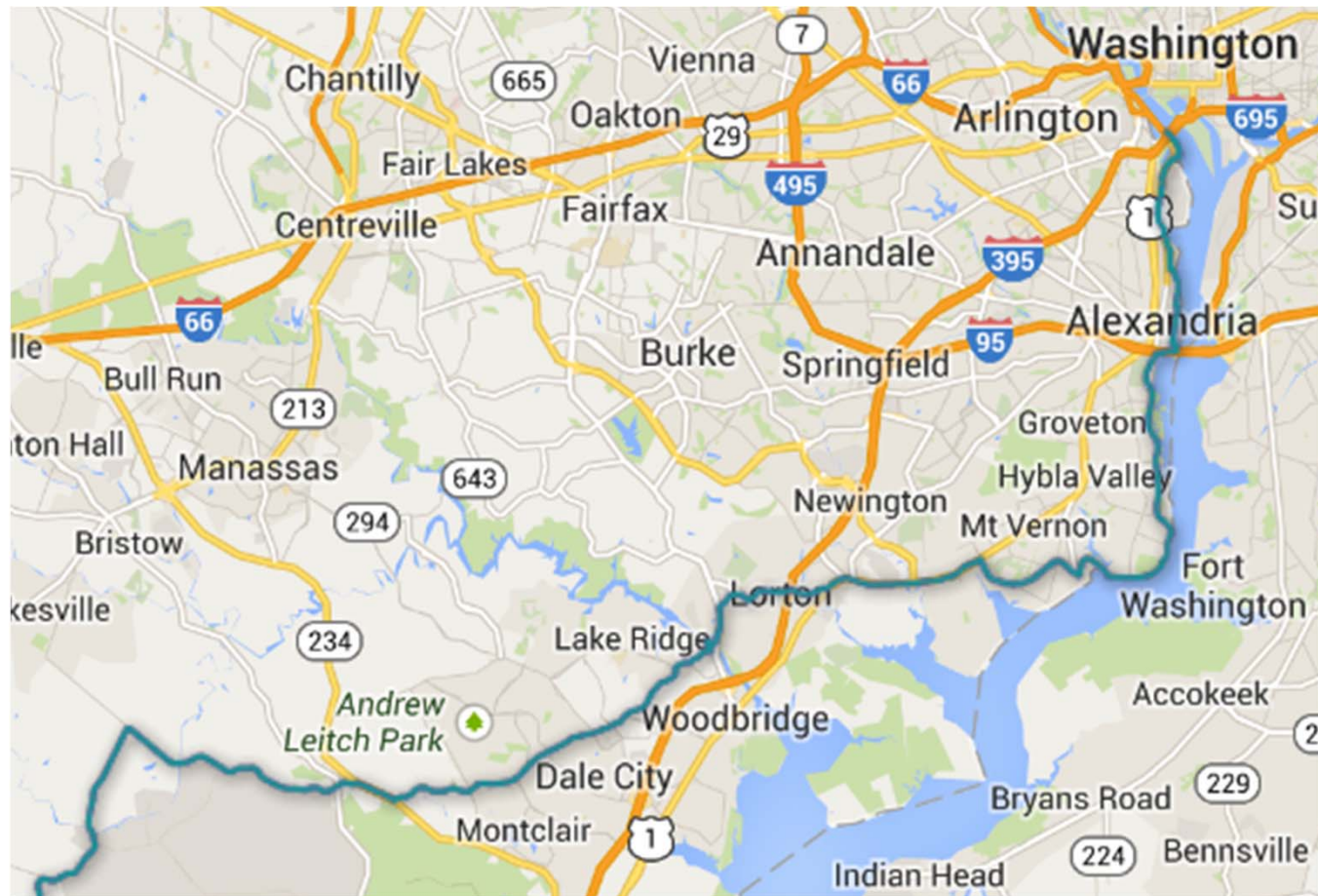
VA: Folly Lick / Spring Branch Regional Trail to Dulles Metrorail (Town of Herndon)

- 1,300 foot long trail section from the Van Buren Street / Worldgate Drive
- Access north entrance of future Herndon Silver Line Metrorail Station



VA: US Bike Route 1 Signing Project in NoVA

Install route and wayfinding signage along 50 miles of U.S. Bicycle Route 1, a national AASHTO bicycle route



01/15/2014

11

Summary

- The Bicycle and Pedestrian Subcommittee has identified the top priority unfunded bicycle and pedestrian projects, from a regional perspective
- **Benefits**
 - Network connectivity
 - Access to Transit
 - Pedestrian Safety
 - Modest cost
- This priority list is proposed for consideration by member agencies for inclusion in the current or in future TIPs.

ITEM 13 - Information

January 15, 2014

Assessment of the Transportation Impacts of Forecast Growth in Regional Activity Centers

Staff

Recommendation: Receive briefing on how forecast growth in Activity Centers by 2040 is likely to impact future travel demands on the region's transportation system.

Issues: None

Background: In July, the Planning Directors Technical Advisory Committee (PDTAC) approved geographic definitions for new Activity Centers. Identification of these Activity Centers is designed to better integrate locally planned growth areas into the regional planning process and to enhance the assessment of regional transportation plans.

Impact of Forecast Growth in Activity Centers on Future Travel Demand

Robert E. Griffiths

National Capital Region Transportation Planning Board

January 15, 2014

The What and Why of Activity Centers

- **What are activity centers?**
 - Existing urban centers, priority growth areas, traditional towns, transit hubs
 - Places planned to be the focal points of the region's growth in coming decades
- **Why are they useful?**
 - Monitor amount of regional growth forecast to occur in planned growth centers
 - Evaluate how the TPB's Constrained Long Range Plan serves and supports these planned growth centers

Origin/History of Regional Activity Centers

- **TPB Vision (1998)**
 - Called for the identification of Activity Centers for better coordination of land use and transportation planning
- **2002 Activity Center Maps**
 - Original Activity Centers – Round 6.1
- **Round 7.0 Update**
 - Completed in 2005 and further updated in 2007
- **New Activity Centers - 2013**
 - Major update to better align local and regional planning process

Process for Identifying New Activity Centers

- **Planning Directors initiated discussion on redefining Activity Centers to better align with local planning efforts**
- **Criteria for defining Activity Centers were developed**
- **COG Planning Staff drafted list of initial centers**
- **COG Planning Staff met with each jurisdiction, individually, to review and refine the identification of their Activity Centers**
- **Conceptual Activity Centers Map developed**
- **Geographic boundaries of Activity Centers defined**

Activity Center Criteria

- **Required Attributes**

- **Local Policy:** Identified as center/ priority growth area in locally-adopted land use plan
- **Density:** Employment + population density within top half of densities in the jurisdiction by 2040

- **Additional Attributes (any 2 of 4 required)**

- High intersection density
- High capacity transit (existing or planned)
- Mix of land uses (office, retail, housing, etc.)
- Housing + Transportation costs

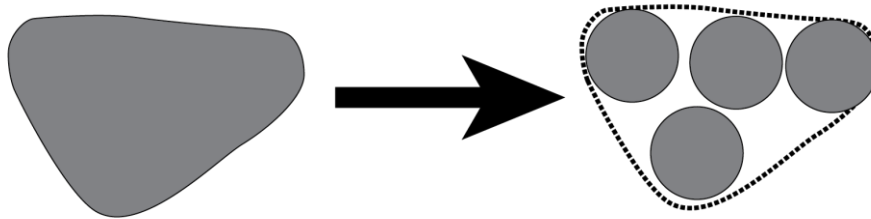
Key Outcomes / Changes

Consistent with Local Planning

- Links local and regional priorities

More, Smaller Centers

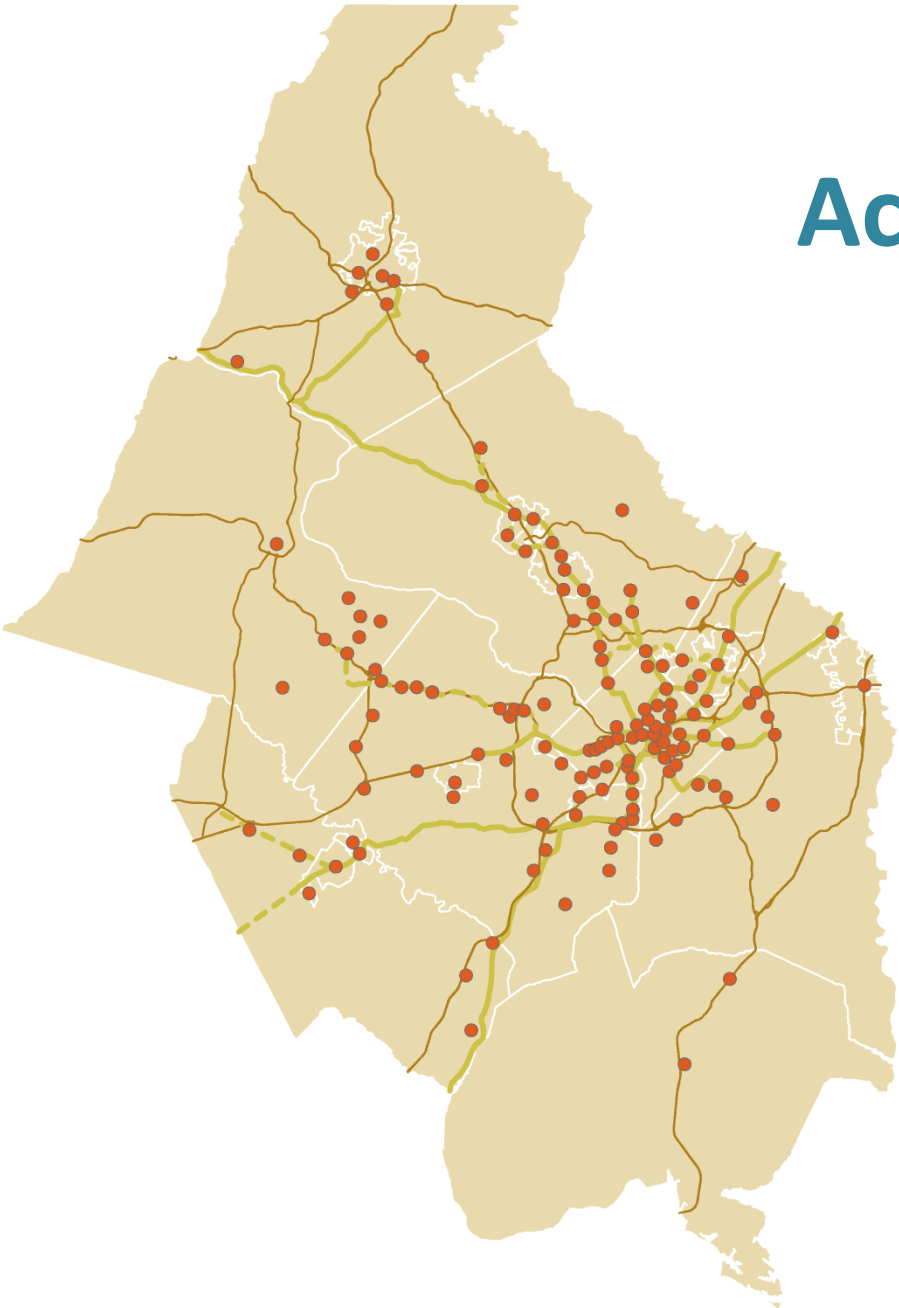
- Old centers: 59; New centers: 141
- Old centers 4% of Regional Land Area, New centers 9%



Aligned with Existing & Planned Transit Networks

- 70% of new centers to be served by rail transit by 2040
- Additional 14% of centers to be served by Metrobus Priority Corridor Network (PCN)
- A total of 166 of Metrorail, Light Rail, and Commuter Rail Stations will serve Activity Centers in 2040

Conceptual Activity Centers Map



District of Columbia Activity Centers

Brookland	Minnesota Ave
Capitol Hill	Monumental Core
Capitol Riverfront	New York Avenue Corridor
Columbia Heights	NoMa
Downtown DC	Poplar Point
Dupont	Rhode Island Ave Metro
Farragut Square	Southwest Waterfront
Fort Totten	St. Elizabeth's
Friendship Heights (also in MD)	Stadium Armory
Georgetown	U / 14th Street Corridor
H Street	Walter Reed
McMillan / Old Soldiers Home	West End

Maryland Activity Centers

Bethesda	Greenbelt	Port Towns
Bowie MARC	Grosvenor	Prince George's Plaza
Bowie Town Center	Jefferson Tech Park	Rock Spring
Branch Ave	Kensington	Rockville - Montgomery College
Brunswick	King Farm / Rockville Research Center / Shady Grove	Rockville - South / Twinbrook
Capitol Heights / Addison Road (also in DC)	Konterra	Rockville - Tower Oaks
Clarksburg	La Plata	Rockville - Town Center
College Park	Landover Mall	Silver Spring (also in DC)
Downtown Frederick	Landover Metro	Suitland
East Frederick Rising	Langley Park	Takoma Park
Fort Detrick	Largo Town Center / Morgan Blvd	Urbana
Francis Scott Key Mall	Life Sciences Center / Gaithersburg Crown	Waldorf
Gaithersburg - Central	National Harbor	West Hyattsville Metro
Gaithersburg - Kentlands	Naylor / Southern Ave	Westphalia
Gaithersburg - Metropolitan Grove	New Carrollton	Wheaton
Germantown	NIH / Walter Reed National Military Medical Center	White Flint
Glenmont	Olney	White Oak / FDA
Golden Mile	Oxon Hill	

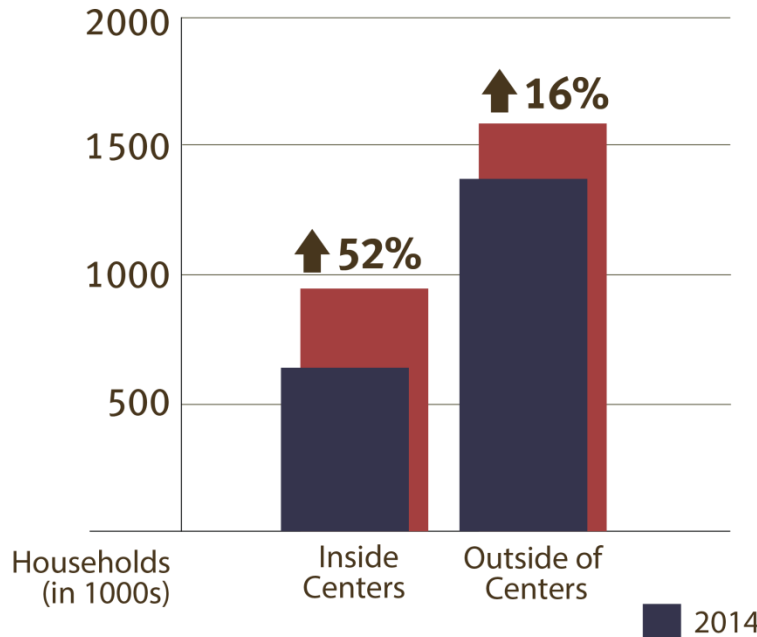
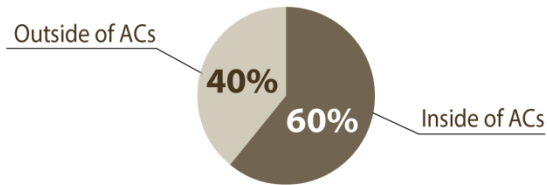
Virginia Activity Centers

Annandale	Dulles Town Center	Potomac Shores
Arcola	Fairfax Center	Potomac Town Center
Ashburn	Fairfax City	Potomac Yard
Bailey's Crossroads / Western Gateway	Fairfax Innovation Center	Reston Town Center
Ballston	Fort Belvoir	Rosslyn
Beacon / Groveton	Fort Belvoir North Area	Route 28 Central
Beauregard	Gainesville	Route 28 North
Beltway South	George Mason University	Route 28 South
Braddock Road Metro Area	Herndon	Route 606 Transit Area
Carlyle / Eisenhower East	Huntington / Penn Daw	Route 772 Transit Area
Centreville	Hybla Valley / Gum Springs	Seven Corners
City of Falls Church	Innovation	Shirlington
City of Manassas	King Street / Old Town	Springfield
City of Manassas Regional Airport	Landmark / Van Dorn	Tysons Central 123
Clarendon	Leesburg	Tysons Central 7
Columbia Pike Town Center	Manassas Park	Tysons East
Columbia Pike Village Center	McLean	Tysons West
Courthouse	Merrifield / Dunn Loring	Vienna
Crystal City	North Woodbridge	Virginia Square
Dulles East	Pentagon	Wiehle - Reston East
Dulles South	Pentagon City	Yorkshire

Shares of Regional Growth in Activity Centers 2014 to 2040

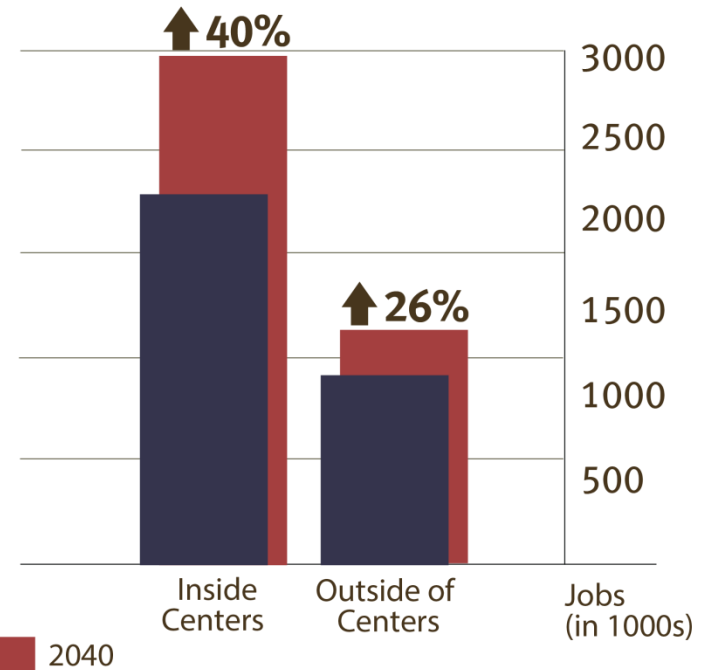
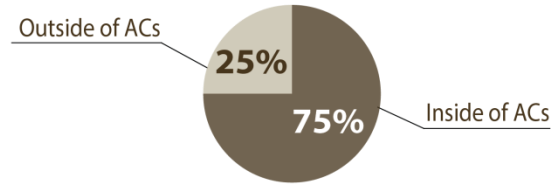
Households

Growth 2014 - 2040
542,000 (↑ 27% from 2014)

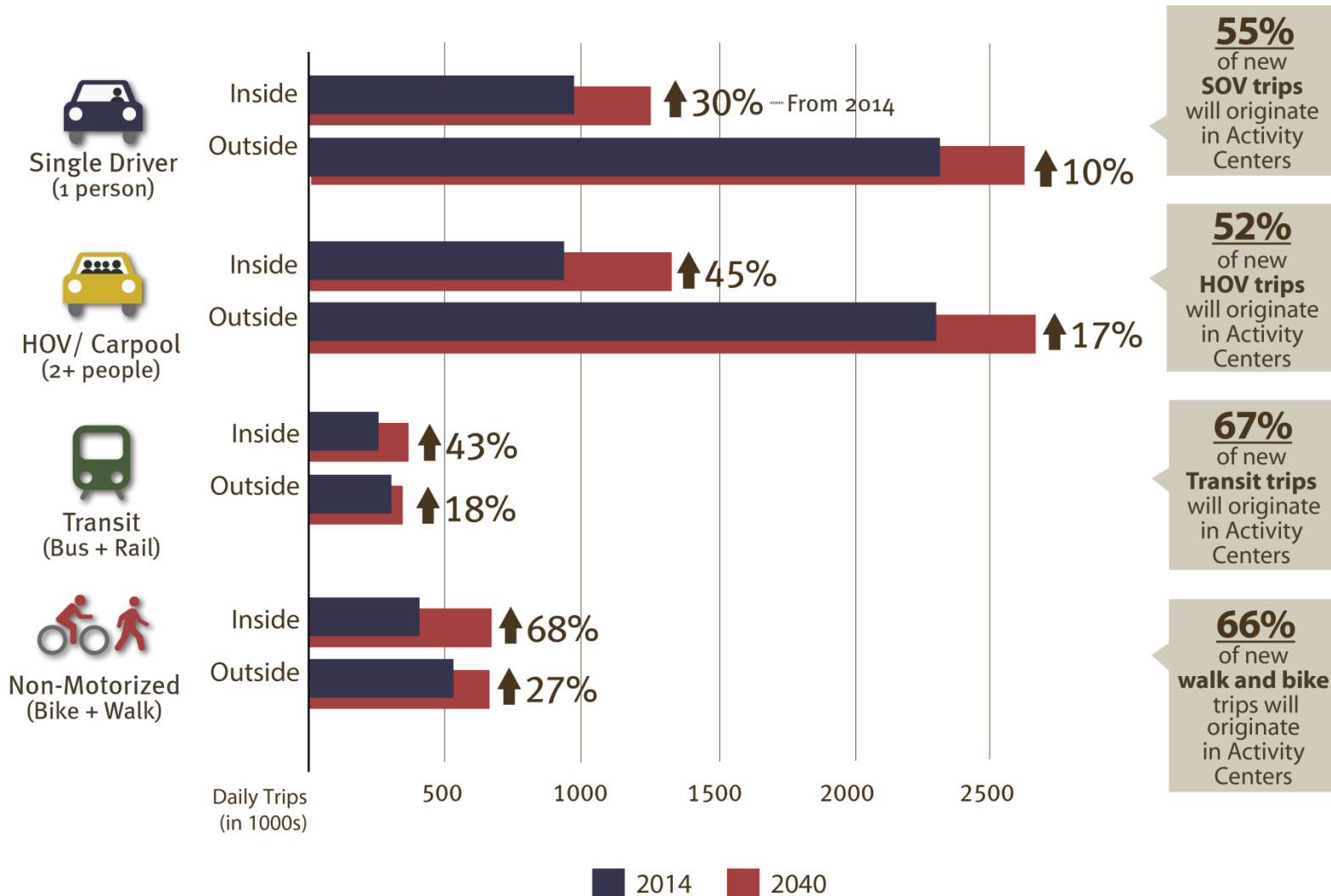


Jobs

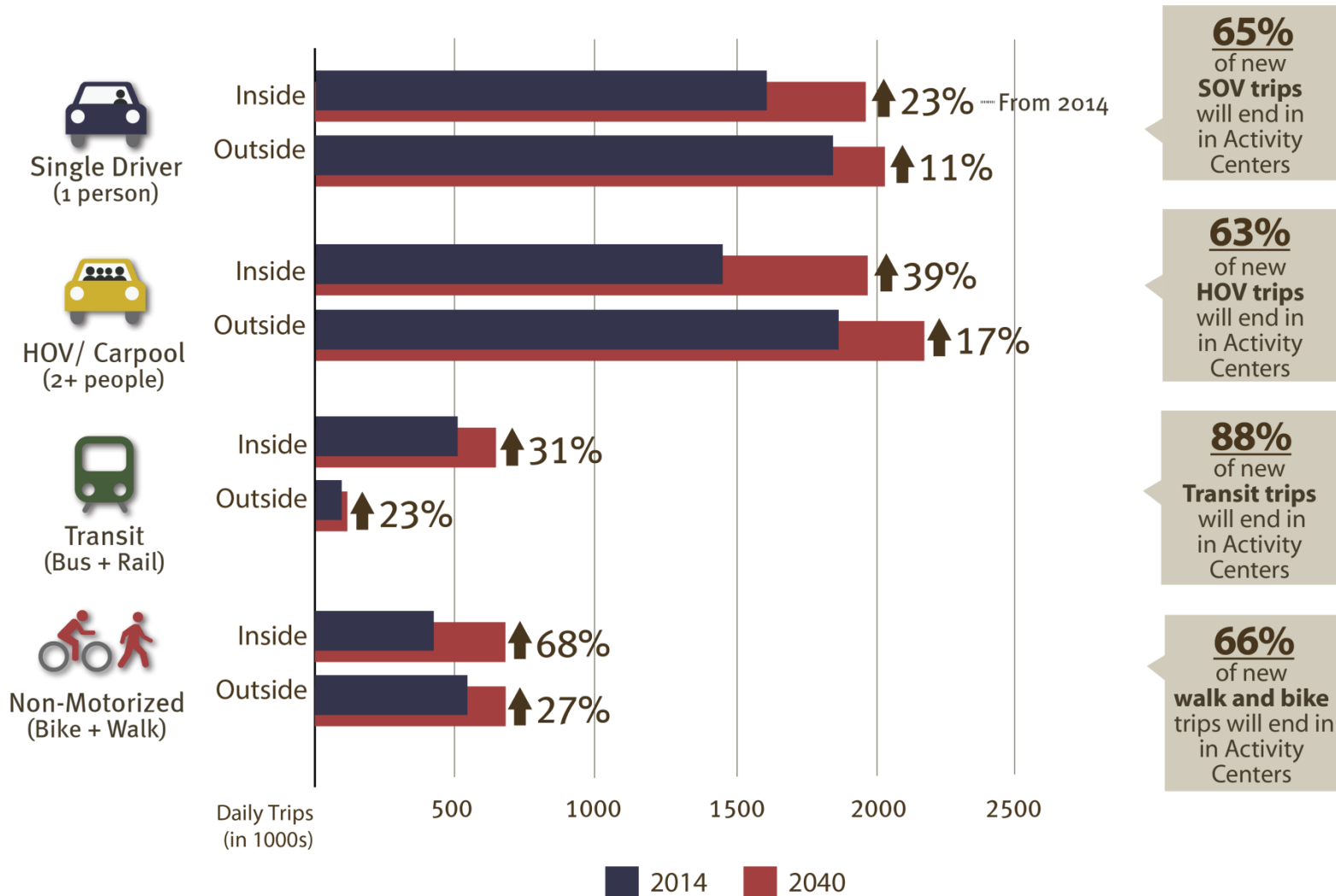
Growth 2014 - 2040
1,138,000 (↑ 35% from 2014)



Growth in Travel by Mode Originating In and Outside of Activity Centers 2014 to 2040



Growth in Travel by Mode Destined To and Outside of Activity Centers 2014 to 2040



Major Conclusions

- **The new Activity Centers more accurately portray planned growth areas in local Comprehensive Plans and are better aligned with the region's long-term investments in transit.**
- **More than 60% of the region's forecast household growth and 75% of its employment growth between 2014 and 2040 is now expected to occur in the newly defined Activity Centers.**
- **Because of the concentration of the region's future growth in these centers, the greatest increases in regional travel by transit, walking and biking between 2014 and 2040 are expected to occur in travel to, from and within the new Activity Centers.**
- **Local jurisdiction plans to encourage more mixed-use development in these Activity Centers and to accommodate more of the region's future growth in them are supportive of COG's Region Forward agreement, the TPB Vision and the strategies in the TPB Regional Transportation Priorities Plan.**

ITEM 14- Information

January 15, 2014

Review of Outline and Preliminary Budget for the
FY 2015 Unified Planning Work Program (UPWP)

Staff

Recommendation: Receive briefing on the enclosed outline and preliminary budget for the Unified Planning Work Program (UPWP) for FY 2015 (July 1, 2014 through June 30, 2015).

Issues: None

Background: A complete draft of the FY 2015 UPWP will be presented to the Board for review at its February 19 meeting, and the final version will be presented for the Board's approval at its March 19 meeting. The TPB Technical Committee reviewed the outline and budget at its January 3, 2014 meeting.

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202

MEMORANDUM

January 7, 2014

TO: Transportation Planning Board

FROM: Gerald Miller
Acting Co-Director
Department of Transportation Planning

SUBJECT: Preliminary Budget and Outline for FY 2015 Unified Planning Work Program (UPWP)

A preliminary FY 2015 budget estimate for the UPWP, the work activity funding changes compared to FY 2014 levels, and an outline of the proposed work activities for FY 2015 are attached.

The budget for the FY 2015 UPWP basic work program is based upon MPO planning funding allocations provided by the three DOTs of FTA Section 5303 and FHWA Section 112 PL funding that is determined by the FY 2014 USDOT budget. Due to the current uncertainty regarding the final FY 2014 USDOT authorization and budget levels, we assume that the FY 2015 funding allocations to be provided by the DOTs will be at the current FY 2014 levels. The estimated funding is shown on the next page. In addition, the budget estimate assumes the level of unobligated funds from FY 2013 will be \$1,075,210, which is the same as from FY 2012.

The preliminary estimated total budget excluding carryover funds is \$12,710,679, which is the same as the current total FY 2014 budget as amended November 20, 2013. The **basic work program budget is \$10,917,093** without carryover funds, which is the same as the corresponding current FY 2014 budget level.

The **technical assistance program budget is \$1,793,586**, unchanged from the current FY 2014 budget level. Technical assistance program budgets are based upon percentages of the estimated FY 2015 funding allocations, which are unchanged from FY 2014.

ESTIMATED PRELIMINARY FUNDING FOR FY 2015 UPWP DRAFT 1/7/14				
	FTA	FHWA	New FY 2015	Current FY 2014
DDOT				
New 2015	521,703	2,148,445	2,670,148	2,670,148
Unob.2013	28,123	116,540	144,663	144,663
MDOT				
New 2015	1,253,735	3,531,767	4,785,502	4,785,502
Unob.2013	152,328	374,130	526,458	526,458
VDOT				
New 2015	1,010,540	3,168,679	4,179,219	4,179,219
Unob.2013	72,000	332,689	404,689	404,689
TOTAL New 2015	2,785,978	8,848,891	11,634,869	11,634,869
TOTAL Unob.2013	252,451	823,359	1,075,810	1,075,810
FY 2015 Grand Total			\$12,710,679	\$12,710,679

Technical Assistance Totals:

- 1) For DC, MD, VA: 13.5% of total new allocation (\$360,470 + \$646,043 + \$564,195 = \$1,570,708)
- 2) For WMATA: 8% of total new FTA funding (\$2,785,978) = \$222,878
- 3) Total Technical Assistance is **\$1,793,586** or **15.4** percent of total new funding of \$11,634,869 for FY 2015.

TPB FY 2015 WORK PROGRAM FUNDING CHANGES FROM FY 2014

Work Activity	FY 2015	FY 2014	FY15-FY14	% Change
1. PLAN SUPPORT				
A. Unified Planning Work Program (UPWP)	72,800	72,800	0	0
B. Transp Improvement Program (TIP)	247,800	247,800	0	0
C. Constrained Long-Range Plan	636,100	606,100	30,000	5
D. Financial Plan	64,900	94,900	-30,000	-32
E. Public Participation	434,700	434,700	0	0
F. Private Enterprise Participation	18,800	18,800	0	0
G. Annual Report	82,500	82,500	0	0
H. Transportation/Land Use Connection Progr	430,300	430,300	0	0
I. DTP Management	482,800	482,800	0	0
Subtotal	2,470,700	2,470,700	0	0
2. COORDINATION and PROGRAMS				
A. Congestion Management Process (CMP)	211,000	211,000	0	0
B. Management, Operations, and ITS Planning	350,500	350,500	0	0
C. Emergency Preparedness Planning	77,600	77,600	0	0
D. Transportation Safety Planning	128,800	128,800	0	0
E. Bicycle and Pedestrian Planning	125,000	125,000	0	0
F. Regional Bus Planning	160,000	160,000	0	0
G. Human Service Transportation Coordination	141,200	141,200	0	0
H. Freight Planning	154,500	154,500	0	0
I. MATOC Program Planning & Support	123,600	123,600	0	0
Subtotal	1,472,200	1,472,200	0	0
3. FORECASTING APPLICATIONS				
A. Air Quality Conformity	584,600	584,600	0	0
B. Mobile Emissions Analysis	707,200	707,200	0	0
C. Regional Studies	531,800	531,800	0	0
D. Coord Coop Forecasting & Transp Planning	831,000	831,000	0	0
Subtotal	2,654,600	2,654,600	0	0
4. DEVELOPMENT OF NETWORKS/MODELS				
A. Network Development	792,800	792,800	0	0
B. GIS Technical Support	565,300	565,300	0	0
C. Models Development	1,103,400	1,103,400	0	0
D. Software Support	184,300	184,300	0	0
Subtotal	2,645,800	2,645,800	0	0
5. TRAVEL MONITORING				
A. Cordon Counts	258,400	258,400	0	0
B. Congestion Monitoring and Analysis	360,500	360,500	0	0
C. Travel Surveys and Analysis			0	
Household Travel Survey	727,500	727,500	0	0
D. Regional Trans Data Clearinghouse	327,400	327,400	0	0
Subtotal	1,673,800	1,673,800	0	0
Core Program Total (I to V)	10,917,100	10,917,100	0	0
6. TECHNICAL ASSISTANCE				
A. District of Columbia	360,470	360,470	0	
B. Maryland	646,043	646,043	0	
C. Virginia	564,195	564,195	0	
D. WMATA	222,878	222,878	0	
Subtotal	1,793,586	1,793,586	0	
Total Program	12,710,686	12,710,686	0	0
GRAND TOTAL	12,710,686	12,710,686	0	

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PROPOSED WORK ACTIVITIES FOR FY 2015

(July 1, 2014 to June 30, 2015)

1. PLAN SUPPORT

A. UNIFIED PLANNING WORK PROGRAM (\$72,800)

- UPWP will be developed to comply with the anticipated metropolitan planning requirements in the Moving Ahead for Progress in the 21st Century (MAP-21) Act.
- UPWP will describe work elements and integration of program activities and responsibilities for all aspects of the work program.
- UPWP will discuss planning priorities and describe the transportation planning and related air quality planning activities over next 1-2 years.

Oversight: TPB Technical Committee

Products: UPWP for FY 2016, amendments to FY 2015 UPWP, monthly progress reports and state invoice information, federal grant materials

Schedule: Draft: January 2015 Final: March 2015

B. TRANSPORTATION IMPROVEMENT PROGRAM (TIP) (\$247,800)

New Performance Management

- MAP-21 calls for MPOs, states, and public transportation providers to establish and use a performance-based approach to transportation decision making to support seven national goals. The USDOT must establish performance measures related to nine areas by April 1, 2015. The states then have a year (April 1, 2016) to establish performance targets in support of those measures; and the MPO subsequently has 180 days (October 1, 2016) to establish performance targets coordinated with those of the states and public transportation providers. After these targets are set, the CLRP and TIP are required to include a description of the performance measures and targets used in assessing the performance of the transportation system. The CLRP will also have to include a system performance report evaluating the condition and performance of the transportation system with respect to the established targets. The TIP is also required to include a description of the anticipated effect of the TIP toward achieving the performance targets set in the CLRP.
- Once the USDOT has established performance measures for the nine areas, TPB staff will coordinate with DDOT, MDOT and VDOT staff on their setting of the state performance targets in support of the measures. States may set different targets for urbanized and rural areas. TPB staff will coordinate with the

DOT efforts to ensure consistent state measures that are relevant for the TPB planning area. TPB staff will also coordinate with the DOT staffs to develop the specific performance targets in relation to the applicable performance measures for the TPB planning area. Similarly, TPB staff will coordinate with WMATA and other public transportation providers on their setting of performance targets for USDOT established performance measures.

- The 2015 CLRP and new TIP will include a description of the performance measures and targets under development or to be used in assessing the performance of the transportation system. Once the targets are developed in coordination with the State DOTs and public transportation providers, the CLRP will also include a system performance report evaluating the condition and performance of the transportation system with respect to the established targets. The TIP also will include a description of the anticipated effect of the TIP toward achieving the performance targets set in the CLRP.

Ongoing Activities and Schedule

- The TIP will be updated every two years and amended each year. It is anticipated the FY 2015-2020 TIP and 2014 CLRP will be approved in September 2014.
- Drafts of the 2015 CLRP and FY 2015-2020 TIP amendment will be prepared and reviewed between January and June 2015 with approval scheduled for July 2015.
- Documentation of the current TIP will be enhanced with additional analysis as a part of the CLRP/TIP brochure and the CLRP web site.
- Public access to TIP project data has been improved with an online searchable database, which will continue to be updated with the last information. .
- The geographic information system linked database of TIP and CLRP project data and air quality conformity information will be improved to facilitate updating and reporting.
- Annual certification of compliance with regulations on providing transit services to persons with disabilities will be prepared.
- An annual listing of projects for which federal funds have been obligated in the preceding year will be prepared.
- Amendments and administrative modifications to the FY 2015-2020 TIP will be processed.

Oversight: TPB Technical Committee

Products: Amendments to the FY 2015-2020 TIP

Schedule: July 2015

C. CONSTRAINED LONG-RANGE TRANSPORTATION PLAN (CLRP) (\$636,100)

As required by MAP-21, a major update of the CLRP took place in 2014.

New Performance Management

- MAP-21 calls for MPOs, states, and public transportation providers to establish and use a performance-based approach to transportation decision making to support seven national goals. The USDOT must establish performance measures related to nine areas by April 1, 2015. The states then have a year (April 1, 2016) to establish performance targets in support of those measures; and the MPO subsequently has 180 days (October 1, 2016) to establish performance targets coordinated with those of the states and public transportation providers. After these targets are set, the CLRP and TIP are required to include a description of the performance measures and targets used in assessing the performance of the transportation system. The CLRP will also have to include a system performance report evaluating the condition and performance of the transportation system with respect to the established targets. The TIP is also required to include a description of the anticipated effect of the TIP toward achieving the performance targets set in the CLRP.
- Once the USDOT has established performance measures for the nine areas, TPB staff will coordinate with DDOT, MDOT and VDOT staff on their setting of the state performance targets in support of the measures. States may set different targets for urbanized and rural areas. TPB staff will coordinate with the DOT efforts to ensure consistent state measures that are relevant for the TPB planning area. TPB staff will also coordinate with the DOT staffs to develop the specific performance targets in relation to the applicable performance measures for the TPB planning area. Similarly, TPB staff will coordinate with WMATA and other public transportation providers on their setting of performance targets for USDOT established performance measures.

Ongoing Activities and Schedule

Document the CLRP via the website and written materials, including:

- Document project submissions for 2015.
- A working group will be established to coordinate the development of regional performance measures and targets for the metropolitan planning area. Once the USDOT has promulgated draft performance measures, TPB staff will coordinate with the DOT and public transportation providers to evaluate the requirements for data collection, analysis, and reporting. Both the collection of current data and

the forecasting of future measures will be evaluated. Following USDOT final rulemaking, the working group will make necessary revisions to the data process and develop recommended performance targets for review and approval by the TPB.

- TPB staff will coordinate the preparation of a system performance report evaluating the condition and performance of the transportation system with respect to the established targets. The report will include a description of the performance measures and targets used in assessing the performance of the transportation system. Once the targets are developed in coordination with the State DOTs and public transportation providers, the CLRP will include the system performance report. The TIP also will include a description of the anticipated effect of the TIP toward achieving the performance targets set in the CLRP.
- An overview of the relationship between the transportation strategies and improvements and the development framework shown in the regional activity centers map.
- Evaluate the plan for disproportionately high and adverse effects on low-income and minority population groups.
- The 2015 CLRP and amendments to the FY 2015-2020 TIP will be prepared and reviewed between January and June 2015 with approval scheduled for July 2015.
- Continue to improve public materials about the plan during plan development and after plan approval so that the materials are more useful to a variety of audiences, less technical and easier for the public to understand.
- Continue to make plan information more visual, and utilize effective visualization technologies. Improve public access to the plan with informative maps and graphics for web and print media, and an online, searchable database.

Environmental Consultation

- Continue to consult with the federal, state and local agencies responsible for natural resources, wildlife, land management environmental protection, conservation and historic preservation as necessary in the District of Columbia, Maryland and Virginia on the discussion of potential environmental mitigation activities.
- To compare the CLRP to natural and historic resources, maps of transportation and historic resources will be updated with the latest available GIS data from the District and the States and forwarded to federal, state and local agencies for comments.

Climate Change Adaption

- Continue to monitor local, state and national practices for potential applicability to the region.

Oversight: TPB Technical Committee

Products: Draft 2015 CLRP and documentation, including the System Performance Report

Schedule: July 2015

D. FINANCIAL PLAN (\$64,900)

In Spring 2014, the financial analysis for the 2014 CLRP which covers 2015 to 2040 was produced in consultation with the state and local DOTs and public transportation operators.

In FY 2015, the following activities are proposed:

- Review and update the financial analysis for the 2014 CLRP.
- Update financial plan for FY 2015-2020 TIP.

Oversight: Technical Committee

Products: Update of financial analysis for the 2015 CLRP and FY 2015-2020 TIP

Schedule: June 2015

E. PUBLIC PARTICIPATION (\$434,700)

The Participation Plan which was updated in the spring of 2014 will guide all public involvement activities to support the development of the TIP, the CLRP, the Regional Transportation Priorities Plan, and all other TPB planning activities.

Work activities include:

- Support implementation of the TPB Participation Plan.
- Provide public outreach support for the Regional Transportation Priorities Plan. Through a variety of public outreach activities, citizens will discuss the benefits, desirability and feasibility of potential projects and plan components.
- Develop and conduct workshops or events, as needed, to engage the public and community leaders on key regional transportation issues, including challenges reflected in the CLRP and TIP.

- Ensure that the TPB’s website, publications and official documents are timely, thorough and user-friendly.
- Develop new written materials, tools and visualization techniques to better explain to the public how the planning process works at the local, regional and state levels.
- Conduct at least one session of the Community Leadership Institute, a two-day workshop designed to help community activists learn how to get more actively involved in transportation decision making in the Washington region.
- Effectively use technology, including social media and other web-based tools, to spread information about regional transportation planning and engage the public in planning discussions and activities.
- Provide staff support for the TPB Citizens Advisory Committee (CAC), including organizing monthly meetings and outreach sessions, and drafting written materials for the committee.
- Provide staff support for the TPB Access for All Advisory (AFA) Committee that includes leaders of low-income, minority and disabled community groups.
- Prepare AFA Committee memo to the TPB with comments on the CLRP related to projects, programs, services and issues that are important to community groups, such as providing better transit information for limited English speaking populations, improved transit services for people with disabilities, pedestrian and bike access and safety, and potential impacts of transit-oriented development and gentrification.
- Conduct regular public involvement procedures, including public comment sessions at the beginning of each TPB meeting and official public comment periods prior to the adoption of key TPB documents.

Oversight: Transportation Planning Board

Products: TPB Participation Plan with a proactive public involvement process; CAC and AFA Committee Reports.

Schedule: Ongoing, with forums and meetings linked to preparation of the TIP and CLRP

F. PRIVATE ENTERPRISE PARTICIPATION (\$18,800)

The Private Providers Task Force will be supported, and private provider involvement will be documented in the TIP. Quarterly meetings of the TPB Regional Taxicab

Regulators Task Force will also be supported.

Oversight: Transportation Planning Board

Products: Documentation on Private Provider Involvement

Schedule: Annual Public Transit Forum: May 2015
Draft TIP documentation: June 2015

G. ANNUAL REPORT (\$82,500)

- This issue will describe the main activities completed in 2014.
- Produce the monthly newsletter *TPB News*.
- Write and distribute the *TPB Weekly Report*, a web-based newsletter featuring a short article every week on a single topic of interest in regional transportation.

Oversight: Transportation Planning Board

Product: *Region* magazine, TPB News and TPB Weekly Report

Schedule: June 2015

H. TRANSPORTATION/LAND USE CONNECTION (TLC) PROGRAM (\$430,300)

This work activity strengthens the coordination between land use and transportation planning. Begun as a pilot in November 2006, the program established a clearinghouse to document national best practices as well as local and state experiences with land use and transportation coordination, and offers short-term technical assistance through consultant teams to local jurisdictions to advance their coordination activities.

The following activities are proposed for FY 2015:

- Fund at least six technical assistance planning projects at a level between \$20,000 and \$60,000 each. Fund at least one project for between \$80,000 and \$100,000 to perform project design to achieve 30% completion.
- Fund at least one technical assistance project at up to \$80,000 to complete preliminary engineering and conceptual design work, enabling one previous TLC technical assistance planning project or other member jurisdiction planning project to move towards construction-readiness.
- Conduct the selection process for small capital improvement projects using

funding suballocated to the Washington metropolitan region through the state DOTs from the new MAP-21 Transportation Alternatives Program (TAP). Coordinate program implementation with the state DOTs.

- Maintain and update the TLC Regional Clearinghouse and website
- Develop tools and activities to facilitate regional learning about TLC issues among TPB member jurisdictions through the Regional Peer Exchange Network. Organize at least one regional meeting to facilitate an exchange of information about lessons learned from past TLC projects.
- Identify recommended implementation action steps in each planning project report, such as further study needs, more stakeholder collaboration, suggested land use or local policy changes, and transportation investment opportunities and priorities.
- Provide staff support for TLC Technical Assistance Projects to be conducted as part of the MDOT Technical Assistance Program and for other projects where additional funding is provided by state or local agencies.

Oversight: TPB Technical Committee

Products: Updated web-based clearinghouse, technical assistance provided by consultant teams to six localities, and implementation toolkit.

Schedule: Technical assistance: September 2014-June 2015

I. DTP MANAGEMENT (\$482,800)

This activity includes all department-wide management activities not attributable to specific project tasks in the work program.

Oversight: Transportation Planning Board

Products: Materials for the meetings of the TPB, the Steering Committee, the Technical Committee, and the State Technical Working Group; responses to information requests from elected officials, federal agencies and media; and participation in external meetings related to TPB work program

Schedule: Ongoing throughout the year

2. COORDINATION and PROGRAMS

A. CONGESTION MANAGEMENT PROCESS (CMP) (\$211,000)

- Undertake activities to address the federal requirement for a regional Congestion Management Process component of the metropolitan transportation planning process. Include information from regional Travel Monitoring programs (see Section 5 of the UPWP) addressing congestion and reliability, as well as information on non-recurring congestion as examined in the Management, Operations, and Intelligent Transportation Systems (MOITS) program (see also Task 2.B.).
- Identify and assess strategies that address congestion, in coordination with MOITS, the Metropolitan Area Transportation Operations Coordination Program (see also Task 2.I), the Air Quality Conformity program (see also Task 3.A.), and the regional Commuter Connections Program (see www.commuterconnections.org).
- Analyze transportation systems condition data archives from private sector sources, especially the speed data archive from the I-95 Corridor Coalition/INRIX, Inc. Vehicle Probe Project, and the FHWA's National Performance Management Research Data Set (NPMRDS), as compiled in the Congestion Monitoring and Analysis Task (see also Task 5.B.).
- Address MAP-21 requirements related to the CMP, including:
 - Analyze data from the above sources to support the “congestion reduction”, “System Reliability” and other relevant National Goals for Performance Management.
 - Report regional congestion performance measures based on the available data, especially for congestion reduction and system reliability.
 - Coordinate with member states on congestion reduction and system reliability targets.
- Compile information and undertake analysis for development on four major aspects of the regional CMP:
 - CMP Components of the Constrained Long-Range Plan (CLRP), portions of the CLRP that specifically address CMP and its subtopics, in the form of interlinked web pages of the on-line CLRP, to be updated in conjunction with major updates of the CLRP;
 - CMP Documentation Form Information addresses federally-required CMP considerations associated with individual major projects, to be included with overall project information submitted by implementing agencies to the annual Call for Projects for the CLRP and Transportation Improvement Program (TIP) (see also Task 1.C), and incorporated into the regional CMP; and
 - A CMP Technical Report, published on an as-needed basis, compiling and

summarizing the results of monitoring and technical analysis undertaken in support of the regional CMP. Technical analysis will prepare for the next major update of the CMP Technical Report to be produced in FY2016 (last published in 2014).

- National Capital Region Congestion Report, released quarterly on the TPB website, reviewing recent information on congestion and reliability on the region's transportation system and featured CMP strategies, with a "dashboard" of key performance indicators.

Oversight: Management, Operations, and Intelligent Transportation Systems (MOITS) Technical Subcommittee

Products: Updated CMP portions of the CLRP; CMP Documentation Form; National Capital Region Congestion Report; Technical analysis for the future FY2016 CMP Technical Report; documentation as necessary supporting MAP-21 requirements of the CMP; summaries, outreach materials, and white paper(s) on technical issues as needed

Schedule: Monthly

B. MANAGEMENT, OPERATIONS, AND INTELLIGENT TRANSPORTATION SYSTEMS (ITS) PLANNING (\$350,500)

- Regional transportation systems management and operations are vital considerations for metropolitan transportation planning, and have been emphasized in MAP-21. Under this work task, TPB will address these as well as coordination and collaborative enhancement of transportation technology and operations in the region, with a key focus on non-recurring congestion due to incidents or other day-to-day factors. The MOITS program includes planning activities to support the following major topics:
 - MAP-21: Address MAP-21 requirements related to MOITS, including:
 - Compile and analyze data to support the "system reliability" National Goal for Performance Management
 - Coordinate with member states on system reliability targets
 - ITS Data: The collection/compilation, processing, warehousing, and sharing of transportation systems usage and condition data from Intelligent Transportation Systems (ITS) sources
 - Regional Transportation Management: Particularly in conjunction with the Metropolitan Area Transportation Operations Coordination (MATOC) Program (see also Task 2.I.); support the MOITS Technical Subcommittee in its long-range planning advisory role for the MATOC Program

- Multi-modal Coordination: Examination of traffic and transit management interactions in daily operations
- Coordination of day-to-day transportation operations planning with emergency preparedness in conjunction with the COG Regional Emergency Support Function 1 – Emergency Transportation Committee (see also Task 2.C.)
- Traveler Information: Real-time traveler information made available to the public, including addressing federal Section 1201 requirements on making real-time incident data available
- Congestion Management Process: Technology and operations strategies to address non-recurring congestion aspects of the regional Congestion Management Process (see also Task 2.A.)
- Maintenance and Construction Coordination: Regional sharing of available maintenance and construction information for coordination purposes, in conjunction with MATOC's regional construction coordination system
- Intelligent Transportation Systems (ITS) Architecture: Maintain the regional ITS architecture in accordance with federal law and regulations
- Traffic Signals: Assist member agencies in the exchange and coordination of interjurisdictional traffic signal operations information and activities; examine traffic signal systems and operations from the regional perspective, including in conjunction with emergency planning needs
- Climate Change Adaptation: Monitor local and national practices regarding transportation operational procedures to adapt to climate change effects. Coordinate with COG Regional Climate Adaption Plan activities to identify transportation operations-related climate change adaptation activities for the region's transportation agencies to consider
- MOITS Strategies: Analysis of strategies designed to reduce congestion, reduce emissions, and/or better utilize the existing transportation system.
- Member Agency Activities: Work as needed with the MOITS activities of the state and D.C. departments of transportation, the Washington Metropolitan Area Transit Authority, and other member agencies
- Coordinate with supra-regional management and operations activities of the Federal Highway Administration, the I-95 Corridor Coalition, and other relevant stakeholders
- Provide staff support to the MOITS Policy Task Force, MOITS Technical Subcommittee, MOITS Regional ITS Architecture Subcommittee, and MOITS Traffic Signals Subcommittee.

Oversight: Management, Operations, and Intelligent Transportation Systems (MOITS) Technical Subcommittee

Products: Agendas, minutes, summaries, outreach materials as needed; white paper(s) on technical issues as needed; revised regional ITS architecture; MOITS input to the CLRP as necessary; review and advice to MOITS planning activities around the region; documentation as necessary supporting MAP-21 requirements of MOITS planning

Schedule: Monthly

C. TRANSPORTATION EMERGENCY PREPAREDNESS PLANNING (\$77,600)

Under this work task, TPB will provide support and coordination for the transportation sector's role in overall regional emergency preparedness planning, in conjunction with the Metropolitan Washington Council of Governments (COG) Board of Directors, the National Capital Region Emergency Preparedness Council, and other COG public safety committees and efforts. This task is the transportation planning component of a much larger regional emergency preparedness planning program primarily funded outside the UPWP by U.S. Department of Homeland Security and COG local funding. Here specialized needs for transportation sector involvement in Homeland Security-directed preparedness activities will be addressed. Efforts are advised by a Regional Emergency Support Function #1 - Transportation Committee in the COG public safety committee structure, with additional liaison and coordination with the TPB's Management, Operations, and Intelligent Transportation Systems (MOITS) Policy Task Force and MOITS Technical Subcommittee.

MAP-21 requires the metropolitan planning to address the security of the transportation system for motorized and nonmotorized users.

Major topics to be addressed under this task include the following:

- Liaison and coordination between emergency management and TPB, MOITS, and other transportation planning and operations activities.
- Planning for the role of transportation as a support agency to emergency management in catastrophic or declared emergencies, including:
 - Emergency coordination and response planning through the emergency management and Homeland Security Urban Area Security Initiative (UASI) processes
 - Emergency communications, technical interoperability, and capabilities
 - Public outreach for emergency preparedness
 - Coordination with regional critical infrastructure protection and related security planning
 - Emergency preparedness training and exercises

- Conformance with U.S. Department of Homeland Security (DHS) directives and requirements
- Applications for and management of UASI and other federal Homeland Security funding.

Oversight: Management, Operations, and Intelligent Transportation Systems (MOITS) Technical Subcommittee

Products: Agendas, minutes, summaries, outreach materials as needed; white paper(s) on technical issues as needed; regular briefings and reports to TPB and MOITS as necessary; materials responding to DHS and UASI requirements; documentation as necessary supporting MAP-21 requirements of transportation emergency preparedness planning

Schedule: Monthly

D. TRANSPORTATION SAFETY PLANNING (\$128,800)

The Washington metropolitan area is a diverse and rapidly growing region, a major tourist destination, and a gateway for immigrants from all over the world. Growth has meant more people driving more miles and more people walking, especially in inner suburban areas where pedestrians were not common in years past. MAP-21 requires metropolitan planning to increase the safety of the transportation system for motorized and nonmotorized users. These and other factors, along with heightened awareness of the safety problem, have demonstrated the need for the regional transportation safety planning program.

- Under this work task, TPB will provide opportunities for consideration, coordination, and collaboration planning for safety aspects of the region's transportation systems. Safety planning will be in coordination with the State Strategic Highway Safety Plan efforts of the District of Columbia, Maryland, and Virginia, as well as other state, regional, and local efforts. Coordination will be maintained with the regional Street Smart pedestrian and bicycle safety outreach campaign. Major topics to be addressed in the Transportation Safety Planning task include the following:
 - Support of the Transportation Safety Subcommittee
 - Safety data compilation and analysis
 - Address MAP-21 requirements related to the CMP, including:
 - Compile fatality and injury data to support the “safety” National Goal for Performance Management.
 - Provide information on performance measures for safety.

- Coordinate with member states on addressing safety targets.
- Coordination on metropolitan transportation planning aspects of state, regional, and local safety efforts, and with transportation safety stakeholders
- Coordination with other TPB committees on the integration of safety considerations
- Maintenance of the safety element of region's long-range transportation plan.

Oversight: Transportation Safety Subcommittee

Products: Safety element of the CLRP; summaries, outreach materials, and white paper(s) on technical issues as needed; documentation as necessary supporting MAP-21 requirements of transportation safety planning

Schedule: Quarterly

E. BICYCLE AND PEDESTRIAN PLANNING (\$125,000)

Under this work task, TPB will provide opportunities for consideration, coordination, and collaborative enhancement of planning for pedestrian and bicycle safety, facilities, and activities in the region, advised by its Bicycle and Pedestrian Subcommittee. An updated Regional Bicycle and Pedestrian Plan was completed in FY2014, and provides guidance for continued regional planning activities. Major topics to be addressed include the following:

- Advise the TPB, TPB Technical Committee, and other TPB committees on bicycle and pedestrian considerations in overall regional transportation planning.
- Maintain the Regional Bicycle and Pedestrian Plan and supporting Bicycle and Pedestrian Plan database on the TPB Web site for member agency and public access.
- Provide the TPB an annual report on progress on implementing projects from the Regional Bicycle and Pedestrian Plan. Provide the public with information on the status of bicycle and pedestrian facilities planning and construction in the Washington region.
- Monitor regional Complete Streets and Green Streets activities.
- Compile bicycle and pedestrian project recommendations for the Transportation Improvement Program (TIP).

- Coordinate with the annual "Street Smart" regional pedestrian and bicycle safety public outreach campaign (Street Smart is supported by funding outside the UPWP).
- Advise on the implementation and potential expansion of the regional bikesharing system and associated marketing materials.
- Examine regional bicycle and pedestrian safety issues, their relationship with overall transportation safety, and ensure their consideration in the overall metropolitan transportation planning process, in coordination with task 2.D above.
- Examine bicycle and pedestrian systems usage data needs for bicycle and pedestrian planning, and ensure their consideration in the overall metropolitan transportation planning process.
- Coordinate and host one or more regional bicycle and pedestrian planning or design training, outreach, or professional development opportunities for member agency staffs or other stakeholders.
- Provide staff support to the Bicycle and Pedestrian Subcommittee, supporting the regional forum for coordination and information exchange among member agency bicycle and pedestrian planning staffs and other stakeholders.

Oversight: Regional Bicycle and Pedestrian Subcommittee

Products: Compilation of bicycle and pedestrian facilities for the TIP; maintenance of the regional bicycle and pedestrian plan on the TPB Web Site; one or more regional outreach workshops; Subcommittee minutes, agendas, and supporting materials; white papers or other research and advisory materials as necessary

Schedule: Bimonthly

F. REGIONAL BUS PLANNING (\$160,000)

This work activity will provide support to the Regional Bus Subcommittee for the coordination of bus planning throughout the Washington region, and for incorporating regional bus plans into the CLRP and TIP. The Regional Bus Subcommittee is a forum for local and commuter bus, rail transit, and commuter rail operators and other agencies involved in bus operation and connecting transit services. The Subcommittee focuses on bus planning as well as regional transit issues, such as data sharing and technical projects.

The major topics to be addressed in FY 2015 include the following:

- Evaluate federal rulemaking for the performance provisions of MAP-21, specifically transit safety and transit state of good repair, including changes in the

metropolitan planning process in regard to performance-based project programming and planning.

- Provide a forum for discussion of the development of the performance measures and selection of performance targets required under MAP-21, in order to coordinate with relevant providers of public transportation to ensure consistency to the maximum extent practicable.
- Development and publication of useful operations, customer, and financial data on regional bus services for TPB and public utilization, including a priority list of regional projects to improve bus transit services.
- Coordination and evaluation of CLRP and TIP proposals and amendments with regard to bus transit service plan implementation and capital projects for bus facilities and runningway improvements.
- Provide technical advice and input regarding regional transportation and land use coordination, including the development of transit assumptions for TPB planning studies.
- Facilitation of technology transfer and information sharing as it relates to regional, state and local bus transit services, including for Bus Rapid Transit (BRT) projects, customer information, and other common issues.
- Coordination with other regional committees regarding bus transit participation in planning and training activities, including but not limited to the Regional Emergency Support Function (RESF) #1 at COG, and the MATOC Transit Task Force.
- Coordination with the TPB Management, Operations, and Intelligent Transportation Systems (MOITS) Policy Task Force and MOITS Technical Subcommittee regarding integrated planning for bus services and street operations.
- Coordination with the TPB Access for All (AFA) Committee to enhance regional mobility for all populations.

Oversight: Regional Bus Subcommittee

Products: Data compilation, reports on technical issues, and outreach materials

Schedule: Monthly

G. HUMAN SERVICE TRANSPORTATION COORDINATION (\$141,200)

Under the final USDOT planning requirements for SAFETEA-LU, a Coordinated Plan was required to guide funding decisions for three Federal Transit Administration (FTA) programs: 1) Formula Program for Elderly Persons and Persons with Disabilities (Section 5310); 2) Job Access and Reverse Commute for Low Income Individuals (JARC, Section 5316); and 3) New Freedom Program for Persons with Disabilities (Section 5317). In 2009, the TPB adopted an Update to the Coordinated Human Service Transportation Plan for the National Capital Region ("Coordinated Plan"). The TPB became the designated recipient of the SAFETEA-LU's JARC and New Freedom programs in 2006 for the Washington

DC-VA-MD Urbanized Area.

MAP-21 eliminated the JARC program and consolidated the New Freedom and the Section 5310 Elderly and Individuals with Disabilities Program into a new program "Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities". A Joint Designated Recipient arrangement between the TPB, the D.C. Department of Transportation (DDOT), the Maryland Transit Administration (MTA), and the Virginia Department of Rail and Public Transportation (DRPT) was finalized in FY2013. Under the Joint Designated Recipient arrangement, the TPB is responsible for the federally required Coordinated Plan, project solicitation and selection. DDOT, DRPT and MTA receive the funds directly from the FTA and administer the projects in their jurisdiction.

The TPB established the Human Service Transportation Coordination Task Force ("Task Force") to develop and help implement the Coordinated Plan which guided project selection for JARC and New Freedom, and under MAP-21, and will guide project selection for the new Section 5310 Enhanced Mobility program. The Task Force is comprised of human service and transportation agency representatives from each TPB jurisdiction as well as consumers and private providers. The Task Force establishes priorities for the annual solicitations and assists with outreach.

Proposed work activities include:

- Support the activities of the TPB Human Service Transportation Coordination Task Force which will oversee the following work activities:
 - Review and update the Coordinated Plan as needed based on FTA guidance on MAP-21 for human service transportation coordination and the new Section 5310 Enhanced Mobility Program;
- The TPB will carry out the following activities as defined under the joint designated recipient arrangement between the TPB, DDOT, DRPT and MTA:
 - Develop priority projects in preparation for the solicitation for the Enhanced Mobility Program in the Washington DC-VA-MD Urbanized Area;
 - Conduct a project solicitation for the Enhanced Mobility Program; and
 - Convene a selection committee that will make grant funding recommendations for the Enhanced Mobility funding to the TPB in coordination with DDOT, DRTP and MTA.
- Coordinate the activities of the coordination task force with the TPB Access For All Advisory Committee and the Private Providers Task Force.

Oversight: Transportation Planning Board

Products: Updated Coordinated Plan, Project Priorities for 2014 Solicitation, and Project Recommendations for Enhanced Mobility Funding

Schedule: June 2015

H. FREIGHT PLANNING (\$154,500)

Under this work task, TPB will provide opportunities for consideration, coordination, and collaborative enhancement of planning for freight movement, safety, facilities, and activities in the region. An updated Regional Freight Plan was completed in FY2010, and provides guidance for continued regional planning activities. Major topics to be addressed include the following:

- Support the Regional Freight Subcommittee.
- Complete a new Regional Freight Plan.
- Maintain the Regional Freight Plan and supporting information on the TPB Web site for member agency and public access.
- Ensure consideration of freight planning issues in overall metropolitan transportation planning, including:
 - Work proactively with the private sector for consideration of private sector freight issues. Identify topics of interest to private sector, often competing trucking and freight stakeholders.
 - Continue following up on recommendations from the Regional Freight Forum held in FY2011.
 - Advise the TPB and other committees in general on regional freight planning considerations for overall metropolitan transportation planning.
 - Coordinate with federal, state, and local freight planning activities.
- Address MAP-21 requirements related to freight planning, including:
 - Analyze available freight movement data for the region including FHWA Freight Analysis Framework total tonnage and total value data for truck, rail, air cargo, and maritime movements in our region; this data may inform freight performance measures.
 - Monitor federal rulemaking on freight performance measures.
 - Coordinate with member states on the establishment of freight targets.
- Complete a set of "Freight Around the Region" outreach materials focusing on individual jurisdictions' freight activities and their links to regional activities.
- Coordinate with TPB travel monitoring and forecasting activities on freight

considerations.

- Examine truck safety issues.
- Develop ongoing freight component input to the Constrained Long Range Plan (CLRP).
- Keep abreast of regional, state, and national freight planning issues.
- Undertake data compilation and analysis on freight movement and freight facilities in the region.
- Undertake freight stakeholder outreach with representatives of the freight community, including carriers, shippers, and other stakeholders, to gain their input on regional freight movement, safety and other issues and to gauge their interest in state and MPO planning and programming processes.

Oversight: TPB Freight Subcommittee

Products: New Regional Freight Plan; data compilation and outreach materials as needed; white paper(s) on technical issues as needed; structured interviews and summarized results; documentation as necessary supporting MAP-21 requirements of freight planning

Schedule: Bimonthly

I. METROPOLITAN AREA TRANSPORTATION OPERATIONS COORDINATION PROGRAM PLANNING (\$123,600)

Under this work task, TPB will provide planning support for the Metropolitan Area Transportation Operations Coordination (MATOC) Program, in conjunction with the MATOC Steering Committee, subcommittees, and partner agencies. This task is the metropolitan transportation planning component of a larger set of MATOC Program activities, including operational and implementation activities, funded outside the UPWP. The Metropolitan Area Transportation Operations Coordination (MATOC) Program's mission is to provide situational awareness of transportation operations in the National Capital Region (NCR) through the communication of consistent and reliable information, especially during incidents. MATOC's information sharing is undertaken in large part through the Regional Integrated Transportation Information System (RITIS). RITIS is an automated system that compiles, formats, and shares real-time traffic and transit data among the region's transportation agencies. RITIS was developed on behalf of the region by the Center for Advanced Transportation Technology Laboratory at the University of Maryland. Data provided through RITIS is in daily use by the region's major transportation operations centers.

As a complement to the externally-funded operations activities of MATOC, this UPWP task is to provide ongoing TPB staff planning assistance to the MATOC Program, as a part of the TPB's metropolitan transportation planning activities. Planning activities under this task include:

- **Committee Support:** Provide administrative support of MATOC Steering Committee and subcommittee meetings, including preparation of agendas and summaries and tracking of action items.
- **TPB Reports:** Provide regular briefings to the TPB on MATOC Program progress.
- **TPB Staff Participation:** Provide input and advice to the MATOC Information Systems Subcommittee and Operations Subcommittee.
- **Coordinate as necessary with the Management, Operations, and Intelligent Transportation Systems (MOITS) Technical Subcommittee**
- **Outreach:** Coordinate the work of MATOC with other organizations, for example, with public safety or emergency management groups and media representatives; prepare articles, presentations and brochures to convey MATOC concepts, plans, and accomplishments. Also coordinate with the COG Regional Emergency Support Function # 1 - Emergency Transportation Committee.
- **Implementation Planning:** Prepare implementation plans describing the work required to reach defined stages of MATOC operating capability, including expert input from MATOC subcommittees.
- **Financial and Legal Analysis:** Support discussion of the identification of funding sources, estimation of funding needs, as well as preparation of legal agreement materials that provide for the long term sustainability of MATOC.
- **Performance Measurement:** Support MATOC committee discussions of assessing progress against MATOC's defined goals and objectives.
- **Risk Management:** Identify and monitor major risks to progress and identify actions to be taken in order to avoid incurring risks or mitigating their consequences.
- **Supporting Materials:** Develop supporting or informational materials for the above activities as necessary.

Oversight: MATOC Steering Committee; MOITS Technical Subcommittee

Products: Agendas, minutes, summaries, and outreach materials as needed; white paper(s) on technical issues as needed; regular briefings and reports to the TPB, MATOC committees, and the MOITS Policy Task Force and Technical Subcommittee.

Schedule: Monthly

3. FORECASTING APPLICATIONS

A. AIR QUALITY CONFORMITY (\$584,600)

The FY2015 work program will include the following tasks:

- Completion of conformity analysis of the 2014 CLRP by preparing the final report, which documents procedures, results, and comments and testimony received; in addition, all data files for use in subsequent regional and corridor/subarea planning studies are organized and documented.
- Preparation and execution of a work program for analysis of the 2015 CLRP & FY2015-20 TIP using the most up-to-date project inputs, planning assumptions, travel demand model, software and emissions factor model (MOVES); preparation of a draft report on the conformity assessment.
- TPB interagency and public consultation procedures; this includes funding for review and coordination work on the part of COG/DEP staff to reflect involvement by the Metropolitan Washington Air Quality Committee (MWAQC) in the public and interagency consultation process.
- Coordination of project solicitation, documentation, and emissions reduction analysis associated with CMAQ projects. Perform incidental air quality conformity reviews (non-systems level), as required throughout the year.
- Keeping abreast of federal requirements – as they are updated throughout the year – on air quality conformity regulations and as guidance is issued; revision of work program elements as necessary.

Oversight: Technical Committee in consultation with MWAQC committee

Products: Final report on 2013 CLRP Air Quality Conformity Assessment; Work Program for 2015 CLRP & FY2015-20 TIP Conformity Assessment

Schedule: June 2015

B. MOBILE EMISSIONS ANALYSIS (\$707,200)

The FY2015 work program will include the following tasks:

- Development of input data for MOVES model runs for the 2015 CLRP & FY2015-20 TIP Air Quality Conformity Assessment, review and evaluation of MODEL outputs. Mobile emissions may also be developed for GHG pollutants using the MOVES model (as deemed necessary) in support of strategic planning scenarios as part of the TPB's Scenario Task Force activities and the COG Board's Climate, Energy, and Environment Policy Committee (CEEPC).
- Execution of sensitivity tests (as necessary) assessing the likely impacts of input data changes in MOVES model runs
- Measurement of the on road mobile emissions reductions attributable to current and future Transportation Emissions Reductions Measures (TERMs)
- Technical support to the Commuter Connections Program in support of developing implementation plans and evaluating current and future TERMS
- Funding for the COG Department of Environmental Programs (DEP) in support of its contributions towards provision of data from the state air agencies, and updates on federally-mandated issues related to mobile emissions as part of the annual air quality conformity determinations
- Response to requests for technical assistance by governmental entities and/or their consultants working on technical analyses or municipal transportation planning.
- Development of presentation material, rendering technical support and attendance of MWAQC and CEEPC meetings, policy discussions and public hearings.
- Monitoring of performance measures development associated with Air Quality as mandated by MAP-21
- Monitoring of the development of the newest version of MOVES (MOVES2914) by keeping up-to-date on technical issues, release date, grace period, and technical support activities provided by EPA; staff training on MOVES2 2014 may also be necessary

Oversight: Technical Committee in coordination with MWAQC committees

Products: Reports on TERM evaluation and on greenhouse gas emissions reduction strategies; Updated mobile source emissions inventories / reports as required addressing ozone and PM_{2.5} standards and climate change requirements

Schedule: June 2015

B. REGIONAL STUDIES (\$531,800)

Regional Transportation Priorities Plan (RTPP) Update

Development of the RTPP began in July 2011. At the beginning of 2014, the TPB approved the RTPP. Approval of the next RTPP is tentatively scheduled for mid-2016, well in advance of the 2018 update to the CLRP.

In FY 2015, TPB staff will initiate activities to update the RTPP. Tasks will include:

- RTPP/ 2014 CLRP Baseline Comparison – Beginning in the spring of 2014 and ending in the summer of 2014, staff will conduct an evaluation to determine how well the three overarching priorities identified in the 2014 RTPP are being met by the transportation system laid out in the 2014 CLRP. This assessment will inform the scope and process for the RTPP update.
- Update of RTPP Scoping Process – In the fall of 2014, staff will support a scoping process to determine the parameters for the next RTPP. Scoping activities will include defining the plan’s purpose and approach, as well as establishing a timeline and key benchmarks. At the end of calendar year 2014, the TPB will approve the scope for the update of the RTPP.
- Outreach to Kick-Off the Planning Process – In the winter and spring of 2015, staff will conduct outreach to discuss and reaffirm regional transportation goals, and identify options and strategies for meeting those goals. Outreach will seek out the opinions of a wide variety of constituencies, including average citizens, historically disadvantaged communities, opinion leaders and community activists, as well as stakeholders who are already involved in the TPB process.
- Determine and Conduct Planning Activities and Analysis to Inform the RTPP – In the spring and summer of 2015, staff will identify and conduct analysis and other planning activities that will provide the necessary inputs for plan development. Activities may include developing new/revised transportation and land-use scenarios, conducting analysis of those scenarios, and other research and analysis efforts, such as benefit-cost analysis. Activities may also include focused outreach to TPB member jurisdictions to identify key components of the RTPP.

Based on the groundwork laid in FY2015, the RTPP update process in FY2016 is likely to include: identification of preferred content for the Plan, development of draft document, additional outreach (especially to key stakeholders), and final approval of the RTPP by the TPB in mid-2016.

Other FY 2015 activities include:

- Provision of staff support involving transportation for COG's FY 2015 Region Forward and Economy Forward regional planning and development efforts.
- Preparing project grant applications for promising US DOT grant opportunities, as approved by the TPB.

Oversight: TPB

Products: RTPP/ 2014 CLRP Baseline Comparison - October

Scope of Work for Update of RTPP – December

Project grant applications for USDOT grant funding programs as approved by TPB

D. COORDINATION OF COOPERATIVE FORECASTING AND TRANSPORTATION PLANNING PROCESSES (\$831,000)

- Support the Planning Directors Technical Advisory Committee (PDTAC) in the coordination of local, state and federal planning activities and the integration of land use and transportation planning in the region.
- Analyze changes in regional economic, demographic and housing trends drawing on the results from the Census American Communities Survey (ACS) and from other available federal, state, local data sources.
- Work with members of the Cooperative Forecasting Subcommittee to enhance and improve the quality of small area (TAZ-level) employment data. This effort will involve the tabulation and analysis of state ES-202 employment data files for DC, MD and VA and collaboration with the National Capital Planning Commission (NCPD) and the General Services Administration (GSA) to obtain site specific employment totals for federal employment sites in the region.
- Work with members of the Cooperative Forecasting Subcommittee to refine the national and regional economic growth assumptions by major industry groups that are inputs into the top-down Cooperative Forecasting regional econometric model. Obtain consensus on regional econometric benchmark projections for Round 8.4 and Round 9.0 Cooperative Forecasts.
- Work with the members of the Cooperative Forecasting Subcommittee, the region's Planning Directors, the Baltimore Metropolitan Council, the Tri-County Council for Southern Maryland, the George Washington Regional Planning Commission and the Planning Directors of Fauquier County- VA, Clarke County-VA and Jefferson County-WV to develop updates to the Round 8.3 Cooperative Forecasts by jurisdiction and reconcile these updated local jurisdiction forecasts with new regional econometric benchmark projections.

- Update the technical documentation of regional econometric benchmark projections and methodologies employed by local jurisdictions in preparing their jurisdictional and TAZ-level Cooperative Forecasts.
- Work with the Cooperative Forecasting Subcommittee and the region's Planning Directors to develop updated Round 8.4 Transportation Analysis Zone (TAZ)-level growth forecasts.
- Update and maintain Cooperative Forecasting land activity databases that are used as input into TPB travel demand-forecasting model. Prepare updated Round 8.4 TAZ-level population, household, and employment forecasts for both COG member and non-member jurisdictions in the TPB Modeled Area.
- Analyze and map Round 8.4 growth forecasts for identified COG Activity Centers.
- Work with the Cooperative Forecasting Subcommittee and the region's Planning Directors to assess the effects of significant transportation system changes on the Cooperative Forecasting land activity forecasts. Document key land use and transportation assumptions used in making updates to the Cooperative Forecasting land activity forecasts
- Respond to public comments on updated Round 8.4 forecasts and the Cooperative Forecasting process.
- Develop and publish useful economic, demographic and housing-related information products including the Regional Economic Monitoring Reports (REMS) reports, the annual "Commercial Development Indicators" and economic and demographic data tables to be included in the Region Forward work program.

Oversight: Technical Committee

Products: Coordination of Land Use and Transportation Planning in the Region, Review and Refinement of Regional Econometric Projections, Update of Regional Planning Databases, Analysis of Activity Center Growth Forecasts, Development and Distribution of technical reports and information products.

Schedule: June 2015

4. DEVELOPMENT OF NETWORKS AND MODELS

A. NETWORK DEVELOPMENT (\$792,800)

This activity will involve the development of transportation network files which are primary inputs to the regional travel demand model and are used to reflect system improvements as specified in the evolving TIP and CLRP. During FY 2015, TPB staff will continue to develop network files that are compliant with the adopted Version 2.3.52 travel demand model (or its successor) to support regional and project planning needs. Staff will continue to serve network-related needs associated with project planning and long-term models development activities.

The following work activities are proposed:

- Update the TPB's base-year (2014) transit network to reflect the most current operations of the local transit providers in the Metropolitan Washington Region. Staff will utilize digital (GTFS) data that is available on the web and published schedules for services that are not included in the digital files.
- Prepare base- and forecast-year highway and transit networks in accordance with the 2014 CLRP and FY2015-2020 TIP elements that are received from state and local agencies. The networks will be prepared in compliance with the Version 2.3.52 travel demand model requirements. Provide guidance in the development of network inputs to other technical staff members in the department.
- Support the development of networks for special regional planning studies and for developmental work in the Models Development program.
- Continue to support technical refinements in the models development, including a multi-year migration in the transit network building software, from TRNBUILD to Public Transport (PT).
- Support the ongoing analysis of newly collected INRIX speed data and traffic ground count data for the evaluation of the regional travel model performance.
- Respond to technical data requests associated with network-related information, including transit line files, station files, and shape files associated with features of the regional highway or transit network.
- Further refine or upgrade the TPB's existing ArcGIS-based system which is used to facilitate network coding and network file management.

Oversight: Travel Forecasting Subcommittee

Products: A series of highway and transit networks

reflecting the latest TIP and Plan, and compliant with the Version 2.3 travel model. Technical documentation will be furnished.

Schedule: June 2015

B. GIS TECHNICAL SUPPORT (\$565,300)

- Provide data and technical support to staff using the COG/TPB GIS for development and distribution of data and information developed by the TPB planning activities, including Regional Studies, the CLRP, the TIP, Congestion Monitoring and Analysis, Cooperative Forecasting, Regional Transportation Data Clearinghouse, Network and Models Development, and Bicycle Planning.
- Provide ongoing maintenance and support of GIS-based transportation network management and editing tools.
- Enhance the COG/TPB GIS Spatial Data Library with updated transportation and non-transportation features as these data become available.
- Add additional transportation attribute data, land use features and imagery data to the COG/TPB GIS Spatial Data Library.
- Update GIS Spatial Data Library documentation, GIS User Guides and technical documentation of various GIS software applications as required.
- Maintain and update an intranet-based GIS Project Information Center that lists and describes DTP GIS databases and applications currently being developed, as well as those that are currently available.
- Train staff on use of GIS databases for transportation planning.
- Continue to coordinate the regional GIS activities with state DOTs, WMATA, and the local governments through COG's GIS Committee and subcommittees.
- Maintain and update COG/TPB's GIS-related hardware and software.
- Respond to request for COG/TPB GIS metadata, databases, and applications.

Oversight: Technical Committee

Products: Updated GIS software, databases, User documentation, Training materials, Support of GIS procedures to develop and manage transportation networks.

Schedule: June 2015

C. MODELS DEVELOPMENT (\$1,103,400)

The Models Development activity functions to maintain and advance the TPB's travel forecasting methods and practices, which are critical to ongoing transportation planning work. Models development activities are formulated around the areas of data collection, short- and long-term models development, research, and maintenance. During FY 2015, staff will continue to support the application and refinement of the currently adopted Version 2.3.52 travel model to serve regional and project planning needs. Staff will also maintain a consultant-assisted effort to evaluate existing forecasting practices and to provide advice on longer-term improvements. All staff-proposed improvements to the regional travel model will be implemented in consultation with the TPB Travel Forecasting Subcommittee (TFS).

The following work activities are proposed:

- Support the application of the Version 2.3.52 travel model for air quality planning work and other planning studies conducted by TPB staff. This will include the update of travel modeling inputs as necessary (external trips and other exogenous trip tables), investigating technical problems that might arise during the course of application, and documenting refinements to the model. Staff will also provide support for local project planning work on an "as needed" basis. Some of this support will be administered through the TPB's technical service accounts.
- Continue the consultant-assisted effort to improve the TPB travel model and to conduct focused research on selected technical aspects of travel modeling in order to keep abreast of best practices.
- Staff will work with local transportation agencies in formulating ways in which the regional travel model might be used to provide performance-based measures as per the new surface transportation authorization legislation (MAP-21).
- Continue the investigation of refinements to the Version 2.3.52 model, drawing from recommendations compiled from past consultant-generated reviews of the regional travel model. These refinements will focus most immediately on activities that were initiated during FY 2014, including an enhanced traffic assignment process, an improved mode choice model application program, and the use of the Public Transport (PT) transit network program. Staff will also continue to leverage available technology to minimize model computation times as much as possible.
- Continue with sensitivity testing with the Version 2.3.52 travel model, in consultation with the TFS. The testing may point to a need to modify the adopted travel model.

- Continue the analysis of geographically focused household travel survey data that TPB staff has collected during FY 2012, FY 2013 and FY 2014. This will include a comparison of surveyed data against modeled data as a way of assessing model performance and reasonability.
- Keep abreast of new developments in travel demand forecasting, both short-term developments (such as for trip-based, four-step models) and long-term developments (such as ABMs and airport choice and ground access mode choice models). TPB staff will also continue involvement with the Transportation Research Board (TRB), the Travel Modeling Improvement Program (TMIP) and Institute of Transportation Engineers (ITE).
- Staff will keep abreast of hardware and software needs and opportunities, including the potential use of “cloud computing” and the use of versioning software as an efficient way of tracking model code as it evolves with model refinements over time.
- Provide staff support for the TPB Travel Forecasting Subcommittee which is the forum charged with overseeing technical practices and improvements to the TPB travel forecasting process. This will include organizing meetings, preparing regular presentations, and coordinating with internal and external meeting participants on presentation items.
- Respond to model-related data requests from local partner agencies and their consultants.

Oversight:	Travel Forecasting Subcommittee
Products:	Updated travel models; documentation of models development activities; and recommendations for continued updating of the travel demand modeling process, where applicable.
Schedule:	June 2015

D. SOFTWARE SUPPORT (\$184,300)

The FY2015 work program will include the following tasks:

- Continued support on executing CUBE / TP+ runs and migration to CUBE / Voyager in running TPB travel demand forecasting applications.
- Continued support on MOVES emissions model runs and supporting software applications.

- Training of DTP staff in various applications of CUBE/ TP+, CUBE / Voyager, MOVES2014 and post-model applications such as integration with TRANSIM (as deemed necessary).
- Monitoring of the performance of DTP desktop and laptop microcomputer hardware and software and make upgrades as appropriate.
- Coordination with the COG Office of Technology Programs and Services (OTPS) staff in this task and in applications under the Microsoft Windows operating system.
- Maintenance of the data storage systems for the back-up, archiving and retrieval of primary regional and project planning data files.
- Support development and execution of applications of micro simulation software as appropriate.

Oversight: Technical Committee.

Products: Operational travel demand forecasting process plus operational MOVES2010 Models; File transfer, storage and retrieval processes; DTP staff training in MOVES2014 systems; and Microcomputer hardware to support CUBE/ TP+, CUBE / Voyager, MOVES2010, and other operations.

Schedule: June 2015

5. TRAVEL MONITORING

A. CORDON COUNTS (\$258,400)

- In fall of 2014 staff will complete data collection for the Regional HOV Monitoring Project and process this data.
- Prepare a technical report documenting the procedures and results of the HOV and other data collected for this project in the spring and fall of 2014.
- Technical report will include information on vehicle volumes by time of day, vehicle classification, auto occupancy, transit passenger volumes, and analysis of travel time data collected.

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Oversight: Travel Forecasting Subcommittee

Estimated Cost: \$250,800

Products: Regional HOV Monitoring Project data and Technical Report

Schedule: January 2015

B. CONGESTION MONITORING AND ANALYSIS (\$360,500)

Congestion Monitoring supplies data for the Congestion Management Process (CMP - Item 2.A.) and Models Development (Item 4.C.). The program monitors congestion on both the freeway and the arterial highway systems, to understand both recurring and non-recurring congestion. Data collection methods include a combination of aerial surveys, field data collection, and/or data procured from private sources. Examples of emerging technologies include probe-based data and Bluetooth-based data. Activities will include:

- Analyze and publish the results of the triennial aerial survey of congestion on the region's freeway system, based upon the data collection that took place in spring 2014; coordinate this information with other congestion data sources.
- Compile, review, and format transportation systems condition information from sources including:
 - The speed data archive from the I-95 Corridor Coalition/INRIX, Inc. Vehicle Probe Project (VPP) and associated VPP Suite developed by the University of Maryland Center for Advanced Transportation Technology;
 - The Regional Integrated Transportation Information System (RITIS) of the Metropolitan Area Transportation Operations Coordination (MATOC) Program;

- The FHWA's National Performance Management Research Data Set (NPMRDS)
- Private sector sources as available.
- Examine potential new sources of archived operations data.
- Provide data to the products of the Congestion Management Process (see also Task 2.A.)

Oversight: MOITS Technical Subcommittee

Products: Final report of the spring 2014 aerial survey of congestion on the region's freeways; transportation systems monitoring data sets and analysis reports from archives, provided for the products of the Congestion Management Process (2.A.) and other regional transportation planning activities; documentation as necessary supporting MAP-21 requirements of congestion monitoring and analysis

Schedule: June 2015

C. TRAVEL SURVEYS AND ANALYSIS

Household Travel Survey (\$727,500)

- Provide data, documentation, and technical support to users of 2007/2008 Regional Household Travel Survey and 2011-2014 Geographically-Focused Household Travel Surveys. Update user documentation as required.
- Complete the processing and analysis of data collected in the 2014 Geographically-Focused Household Travel Surveys to support analysis of regional growth and transportation issues of topical interest to the members of the TPB. Prepare information reports on various aspects of daily household and vehicle travel in the region.
- Update vehicle flows and commuter rail ridership across the external cordon for the TPB modeled area with data from third party vehicle trip data providers and commuter rail operators.
- Begin planning and seek funding for a large sample methodologically enhanced activity-based region-wide household travel survey to begin in FY 2016-FY2017. The pre-test and data collection for the methodologically enhanced activity-based region-wide household survey will not begin until funding for the full survey can be identified. It is currently estimated that between \$2.1 and \$2.6 million in funding will be needed to collect survey data from approximately 10,000 households in the TPB modeled area.

Oversight: Travel Forecasting Subcommittee

Product: Processing and Analysis of Household Travel Survey Analyses, Information Reports, Updated External Cordon Counts, Maintenance of Travel Survey Data and Documentation, Planning for Large Sample Region-wide Household Travel Survey.

Schedule: June 2015

D. REGIONAL TRANSPORTATION DATA CLEARINGHOUSE (\$327,400)

- Update Clearinghouse data files with FY13-14 highway and transit network data.
- Update Clearinghouse traffic volume data with AADT and AAWDT volume estimates, hourly directional traffic volume counts and vehicle classification counts received from state DOTs and participating local jurisdiction agencies.
- Update Clearinghouse transit ridership data with data received from WMATA, PRTC, VRE, MTA and local transit agencies including the Ride-On, The Bus, ART, DASH and the Fairfax Connector.
- Add newly collected and processed freeway and arterial road speed and level of service (LOS) data to the Regional Transportation Data Clearinghouse network.
- Add updated Cooperative Forecasting data to the Clearinghouse by TAZ.
- Update Regional Clearinghouse user manuals and documentation.
- Display Clearinghouse volume, speed and LOS data on a web-based application that utilizes satellite/aerial photography imagery with zooming user interface.
- Distribute Regional Transportation Clearinghouse Data to TPB participating agencies via a web-based ArcGIS application.

Oversight: Technical Committee

Product: Updated Clearinghouse Database and Documentation; Web Interface to Access Clearinghouse Data

Schedule: June 2015

6. TECHNICAL ASSISTANCE (\$1,793,500)

The funding level allocated to technical assistance is 15.3 percent of the total new FY 2013 funding in the basic work program. The funding level for each state is 13.5 percent of the total new FTA and FHWA MPO planning funding provided by each state. The funding level for WMATA is 8 percent of the total new FTA funding. The specific activities and levels of effort are developed through consultation between each state and WMATA representatives and DTP staff.